

MEMORANDUM

March 21, 2019

TO: Planning, Housing, and Economic Development (PHED) Committee
FROM: Pamela Dunn, Senior Legislative Analyst
SUBJECT: MARC Rail Communities Sector Plan¹
PURPOSE: Worksession to development recommendations for Council consideration

Participants:

Casey Anderson, Chair, Montgomery County Planning Board
Gwen Wright, Director, Montgomery Planning Department
Richard Weaver, Area 3 Chief, Montgomery Planning Department
Fred Boyd, Master Plan Supervisor, Montgomery Planning Department
Roberto Duke, Planner Coordinator, Montgomery Planning Department

This is the Planning, Housing, and Economic Development (PHED) Committee's second worksession on the MARC Rail Communities Sector Plan. A separate memorandum from Glenn Orlin addressed the transportation issues in the Plan. This memorandum will address all other Master Plan issues. Testimony relevant to the report is attached on ©1-71.

Councilmembers may wish to bring their copy of the Plan to the meeting.

BACKGROUND

Located in the upper portion of Montgomery County, Boyds and Germantown are historic rail communities that grew with the arrival of the Metropolitan Branch of the Baltimore and Ohio (B&O) Railroad. Boyds is a small, rural, unincorporated town with a population of approximately 2,000 people. Much of the community falls within the Boyds Historic District, which encompasses the area on both sides of White Ground Road and the area north and south of the railroad tracks. Outside the center of Boyds, single-family homes on large lots, farmland and Boyds Local Park make up the landscape.

¹ Key words: #MARCRailPlan2019, MARC, Boyds, Germantown, Rail.

Germantown is a large unincorporated town with a population of approximately 89,000 residents, representing nearly nine percent of the population in Montgomery County. The CXS railroad tracks divide the Germantown community into two distinct neighborhoods. The Germantown MARC Station is located near the geographic center. The area just north of the station contains most of the Germantown MARC Station parking and three vacant sites with development potential. A little farther north is the 40.5-acre Rolling Hills apartment complex. The northeastern portion of the Plan area contains three public facility/institutional uses (Seneca Valley High School, the Germantown Regional Post Office, and a daycare facility). The area south of the railroad tracks is more homogeneous, consisting primarily of single-family homes. Adjacent to the MARC Station is the Germantown Historical Society headquarters located in the 1922 Germantown Bank. There are also a few commercial and industrial uses adjacent to the station.

Although different in size and character, these two communities are connected by the Maryland Area Regional Commuter (MARC) Brunswick Line. The purpose of the MARC Rail Communities Sector Plan is to promote a range of safe transportation alternatives, recommend improvements to the existing transportation systems and support better connections to the MARC station areas that respect the residential neighborhoods and historic resources of Boyds and Germantown.

PLAN RECOMMENDATIONS

The MARC Rail Communities Plan recommendations are organized around four overarching planning principles that comprise the vision for the Boyds and Germantown communities: *Connect*, *Renew*, *Preserve*, and *Sustain*. For each principle, the Plan provides a series of goals and associated recommendations for fulfilling the Plan vision. Some recommendations are areawide, while others are specific to a particular property or location.

Connect:

The Plan sets two goals for improved transportation connections. The recommendations to meet these goals have been covered under a separate staff report by Glenn Orlin.

Renew:

The first goal is to “Promote compatible infill development around the Boyds and Germantown MARC stations, while protecting existing residential uses, historically significant structures, and natural areas.” (page 67).

Boyds

To implement this goal, the Plan recommends preserving Boyds’ historic fabric and rural village character to preserve the community’s historic function as a gateway to the Agricultural Reserve. This broad recommendation is followed by six bullets providing detailed guidance for implementation. Council Staff supports all but the first bullet. It recommends retaining existing uses throughout the Boyds Plan area to preserve the character of the community. As plans are 20-year visions for a community, expecting the same uses to be retained for 20 years can result in unexpected inflexibility. **Council Staff suggests the Plan recommend supporting existing or similar uses instead of requiring that the uses there today be retained.**

Testimony: The Council received testimony from several individuals supporting the reuse of the historic Hoyle's Mill and Anderson property as a revitalized MARC station area with bus turn-around.

Council Staff supports the other recommendations to implement this goal.

Germantown

Council Staff supports the recommendations to implement the goal.

The second goal is to "Promote compact, walkable and context-sensitive development that supports the Boyds and Germantown MARC stations, while protecting and reinforcing each community's scale, historic character and sense of place." (page 77)

Boyds

Council Staff supports the recommendations to implement the second goal.

Germantown

The first recommendation under goal two is to ensure that new building heights and transitions between building heights are context-sensitive and compatible with the Germantown Historic District. This recommendation is followed by seven bullets, each one providing text related to the height of an identified area.

In all but one recommendation, the text related to height matches the height recommended under rezoning; however, the fourth bullet recommends limiting height from 90 feet to 60 feet on a portion of the Rolling Hills apartment complex. The height-restricted area is located across the MARC rail lines from a historic district property in the R-200 zone (residential detached homes on ½-acre lots). Currently, this property is improved with an industrial use located much closer to the MARC Rail Station. The portion of the property across from the height-restricted area is actually vacant/tree covered. If, in the future, this property redevelops with a residential use, height compatibility standards in the zoning code would apply as the distance between this property and Rolling Hills is less than 80 feet.

Council Staff supports the general recommendation, which reads "Ensure that new building heights and transitions between building heights are context-sensitive and compatible with the Germantown Historic District and other existing structures that shape the character of the community. Transition the buildings along Waters Road, Walter Johnson Road and Wisteria Drive from higher heights to lower heights to ensure compatibility with the Germantown Historic District"; however, Council Staff suggests the bulleted detailed recommendations on height be removed.

Council Staff supports the other recommendations to implement the second goal.

The third goal is to "Establish a network of attractive parks, public spaces, trails and community gathering places in the Boyds and Germantown communities to provide space for recreation and social interaction, while enhancing the beauty and environmental quality of both communities." (page 79)

Boyds

Council Staff supports the recommendations to implement this goal.

Germantown

Council Staff supports the recommendations to implement this goal.

The fourth goal is to “Provide high quality schools and community facilities throughout the Boyds and Germantown areas.” (page 81)

Boys

Council Staff supports the recommendations to implement the fourth goal.

Germantown

Council Staff supports the recommendations to implement the fourth goal.

The fifth and last goal under *Renew* is to “Apply zoning to support the land use recommendations.”

Boys (pages 82-83, maps 84-85)

The Plan recommends the following zoning to support the historic and rural community character of Boys, consistent with densities in locations outside the water and sewer envelopes:

- Retain the existing residential and agricultural zones, Residential-200 (R-200), Residential Estate-1 (RE-1), Residential Estate-2 (RE-2) and Rural (R);
- Replace the Town Sector (T-S) zone on parkland surrounding Little Seneca Lake with the RE-2 and Rural zones;
- Replace the Neighborhood Retail zone (NR-0.75 H-45) with Commercial/Residential Neighborhood zone (CRN-0.25 C-0.25 R-0.25 H-45) to allow flexibility of uses in historic structures and reflect densities that can be reached using well and septic facilities; and
- Replace the Moderate Industrial zone (IM-2.5 H-50) with the Moderate Industrial zone (IM-0.25 H-50) to reflect densities that can be achieved using well and septic facilities.

The Plan also recommends that reduced setbacks and additional septic capacity across property lines be allowed where the patterns are compatible and replicate existing development, consistent with the Historic Area Work Permit and County permitting processes.

Council Staff supports these recommendations.

Germantown (page 83, maps 86-87)

The Plan recommends the following zoning to support the historic and residential areas of Germantown and allow compatible redevelopment:

South of the Railroad Tracks

- Retain the residential zones, Residential-200 (R-200) and Residential-60 (R-60);
- Replace the Residential Townhouse zones, Residential Townhouse 6.0 (RT-6.0) and Residential Townhouse 12.5 (RT-12.5) zones with the Townhouse Low Density (TLD) and Townhouse Medium Density (TMD) zones, respectively; and
- Retain the Commercial/Residential Neighborhood zone (CRN-0.5 C-0.5 R-0.25 H-35).

Council Staff supports these recommendations.

North of the Railroad Tracks

- Retain the Residential-200 zone (R-200) on the Seneca Valley High School area;
- Replace the Commercial/Residential Town zone (CRT-1.0 C-0.5 R-0.75 H-65T) with (CRT-0.75 C-0.75 R-0.75 H-60) to allow for existing land uses and provide a future mix of uses;
- Replace the Commercial/Residential zone (CR-0.5 C-0.25 R-0.25 H-60T) with the Commercial/Residential zone (CR-1.0 C-0.75 R-0.75 H-70) to allow a mix of uses along Walter Johnson Road in proximity to the MARC station;
- Replace the Commercial/Residential zones (CR-1.0 C-0.5 R-0.75 H-60T; CR-0.75 C-0.25 R-0.5 H-60T; and CR-1.0 C-0.25 R-1.0 H-60T) with a single, consistent Commercial/Residential zone (C-0.75 C-0.5 R-0.75 H-60) to reflect the Plan's recommendations;
- Replace the Commercial/Residential Town zone (CRT-1.5 R-0.5 R-1.0 H-90T) with the Commercial/Residential zone (CR-1.0 C-0.25 R-0.75 H-90) to support the Plan's recommendations;
- Replace the Commercial/Residential zone (CR-2.0 C-1.75 R-0.75 H-100T) with the Commercial/Residential zone (CR-1.25 C-0.75 R-0.75 H-75) to support the Plan recommendations; and,
- Replace the Commercial/Residential zones (CR-2.0 C-1.0 R-1.5 H-100T) and (CR-2.0 C-1.75 R-0.75 H-100T) with the Commercial/Residential zone (CR-1.25 C-0.75 R-0.75 H-100) to support the Plan recommendations and the concept of building heights increasing toward the Germantown Town Center.

Testimony: The Council received testimony from three property owners in the Germantown area, all in support of the recommended rezoning. The Council also received testimony from a property owner outside of the Plan boundary requesting a rezoning. As this was not considered by the Planning Board or staff, the appropriate evaluation of this property for a rezoning would be through the floating zone process.

Council Staff supports these recommendations.

There is one zoning recommendation for the Germantown MARC station area that warrants further discussion. It involves the historic Pumphrey-Mateny House and the MARC Station parking lots, located in the area labeled GF on the map on page 87. The Plan recommendation for these properties is to replace the Commercial/Residential zone (CR-2.0 C-1.5 R-1.5 H-40T) with the Commercial/Residential Neighborhood zone (CRN-0.75 C-0.25 R-0.75 H-60) to reflect the recommended land uses, heights and densities in the Plan.

First, with respect to the Pumphrey-Mateny House, this zoning change would make the Pumphrey-Mateny House non-conforming. The house is currently being used as an office. According to State of Maryland Tax Assessment records, the property is improved with 3,000 square feet of office use on an 11,335 square foot site. This translates into a current FAR (Floor Area Ratio) of .27, which is greater than the recommended commercial FAR of .25. A Multiple Listing Service document from a few years ago notes that there is an additional 2,000 square feet of storage space which, if ever desired to be converted into non-residential use, would raise the FAR to .44.

Council Staff recommends rezoning the Pumphrey-Mateny House from the Commercial/Residential zone (CR2.0, C1.5, R1.5, H40T) to the Commercial/Residential

Neighborhood zone (CRN0.75, C0.50, R0.75, H60) to ensure that existing and potential use of the historic property conforms to zoning.

Second, with respect to the MARC Station parking lots, changing from CR to CRN could prohibit the construction of parking structures on these sites. A parking structure is prohibited in the CRN zone. While any public parking structure could be viewed as a public use (allowed in all zones), the Mandatory Referral process requires the Planning Board to consider whether the proposal is consistent with the intent and the requirements of the zone in which it is located. To request to locate a parking structure in a zone in which it is prohibited may be problematic.

Testimony: The Council received testimony from Mr. Albiol, the owner of the Pumphrey-Mateny House. As it relates to land use, Mr. Albiol expressed concern with the construction of a parking garage and any other possible redevelopment abutting his property, citing concerns with the structural integrity of the foundation of the historic house.

Council Staff recommends rezoning the MARC Station parking areas (the area labeled GF minus the Pumphrey-Mateny House) from the Commercial/Residential zone (CR2.0, C1.5, R1.5, H40T) to the Commercial/Residential Town zone (CRT0.75, C0.50, R0.75, H60) to ensure that existing and potential use of the property conforms to zoning.

The Plan also recommends confirming the Germantown Transit Mixed-Use Overlay zone to prioritize the use of building lot terminations (BLTs) in optional method developments.

Council Staff supports this recommendation; however, Staff will note that the requirement to purchase BLTs under the Germantown Overlay zone (as well as the Life Sciences Center zone) for 50% of the incentive density floor area is significantly higher than is required elsewhere in the County (7.5%). An evaluation of the merit of requiring different percentages may be an interesting future work program item.

Preserve:

The first goal is to “Retain, restore, and rehabilitate historic resources that contribute to the historic fabric of both communities.” (page 88)

Boyds

To implement this goal, the second recommendation for the Boyds community is to retain the 1927 pedestrian underpass under the railroad where White Ground Road once crossed the tracks. This recommendation is followed by three bullets providing greater detail for implementation: one is to provide improved lighting and flood prevention; another is to incorporate ramps and wheelchair lifts to make the underpass ADA compliant; and a third is to provide sufficient agency funding for maintenance.

Testimony: The Council received testimony from the Boyds Historical Society supporting the preservation recommendations with respect to the Boyds community, including the preservation of the 1927 underpass.

The Committee may want to add “to the extent feasible” to the bullet regarding ramps and a wheelchair lift. In the redevelopment of the station area, it may be found that an alternative ADA compliant crossing is preferable. Council Staff supports the other recommendations under this section.

Germantown

Council Staff supports the recommendations to implement this goal.

There are three more goals under Preserve:

2. “Encourage compatible reuse of structures that lend historic character to the Boyds and Germantown communities, and maintain the rail communities’ historic integrity while revitalizing and enhancing MARC station areas;” (page 90)
3. “Ensure future development and supporting elements are compatible with existing historic districts and resources;” (page 90), and
4. “Celebrate, interpret and highlight Boyds and Germantown historic resources through programming, interpretive elements and improvements to wayfinding.” (page 91)

Council Staff supports the recommendations to implement these goals.

Sustain:

The first three goals are:

1. “Preserve and enhance the area’s natural assets and tree canopy, including designated Best Natural Areas;” (page 92)
2. “Protect and restore the area’s water resources;” (page 94), and
3. “Acknowledge the area’s unusual geology, its influence on the area’s natural character and the constraints it imposes on development and infrastructure.” (page 95)

Council Staff supports the recommendations to implement these goals.

The fourth goal is to “Manage infrastructure and utilities to ensure responsible growth, preserve community character, and safeguard public health.” (page 95)

Boyds

The first recommendation to implement this goal is to continue to serve Boyds with individual well and septic treatment systems. The Plan also notes, however, that the Department of Environmental Protection, in its 10-year Comprehensive Water Supply and Sewerage Systems Plan, categorizes Boyds as a septic system problem area due to ongoing system failures and recommends that Boyds be added to the public water and sewer service area.

The second recommendation suggests that if community sewer service is needed to safeguard the public’s health, it should be limited to residential and institutional uses along Hoyles Mill Road and White Ground Road.

The Committee may want Planning staff to describe how this limitation may impact the potential use and sewer needs associated with the redevelopment of the Anderson property (MARC rail station).

Germantown

Council Staff supports the recommendation to implement this goal.

The last section of the plan is Implementation. Any changes to plan recommendations under the four planning principles noted above should be modified under this section as well for consistency.



February 15, 2019

Via Email County.Council@montgomerycountymd.gov

Montgomery County Council
Council Office Building
100 Maryland Avenue
Rockville, MD 20850

Re: MARC Rail Communities Plan
19115 Liberty Mill Road- Germantown

Dear Council Members:

I am representing the Owner of 19115 Liberty Mill Road located at the southeast corner of Dawson Farm Road and Liberty Mill Road. This property is approximately 3.62 acres with a house and some accessory buildings near the corner of the property located nearest the intersection with most of the property being undeveloped.

The property is directly across Liberty Mill Road from the Germantown Elementary school. Immediately to the south is a former post office that is being converted to a religious facility and adjacent to the property to the east is a development of townhomes.

This property is just outside the boundary of the MARC Rail Communities Plan but is well within the 10-minute walk ring shown on Figure 2 and in fact is located closer to the MARC station than many properties currently included within the Plan's boundaries and is along Liberty Mill Road that is shown as a neighborhood main street on Figure 8. I have attached several exhibits from the plan indicating the location of this property with a black dot.

The property is currently zoned R-200 but would not qualify to be developed under the R-200 optional method which would allow some additional density as the property is too small. There are other limiting factors to redeveloping this property including the outfall of storm water at the Southeast corner of the property.

This property was recently approved for a conditional use as a residential care facility with 64 beds. That contract has been terminated and the owner is now looking at other options for the property in the future.

We are therefore requesting that the boundaries of the MARC Rail Communities Plan be minimally extended to include this property and that consideration be given to rezone this property from R-200 to RT-12.5. This new zoning classification would be compatible with the development in the area directly east of the property (townhouses) as well as with the institutional uses directly west and south of the property.

We welcome the opportunity to meet with you to discuss this further. Please advise us if you would like to schedule a meeting with our representatives.

SVN Wright Commercial

1570 East Jefferson Street

Rockville, MD 20852

P. 240.750.6660

www.svnwright.com



Thank you for your consideration.

Sincerely,
SVN WRIGHT COMMERCIAL

A handwritten signature in black ink, appearing to read 'Robert J. Stoddard', written in a cursive style.

Robert J. Stoddard, CCIM
Real Estate Advisor

Cc:

ATTACHMENTS (19115 shown as a black dot)

- Portion of Montgomery County Zoning Map showing area around the property
- Marc Rail Communities Plan Figure 2
- Marc Rail Communities Plan Figure 4
- Marc Rail Communities Plan Figure 8
- Marc Rail Communities Plan Figure 12
- Marc Rail Communities Plan Figure 17
- Marc Rail Communities Plan Figure 18

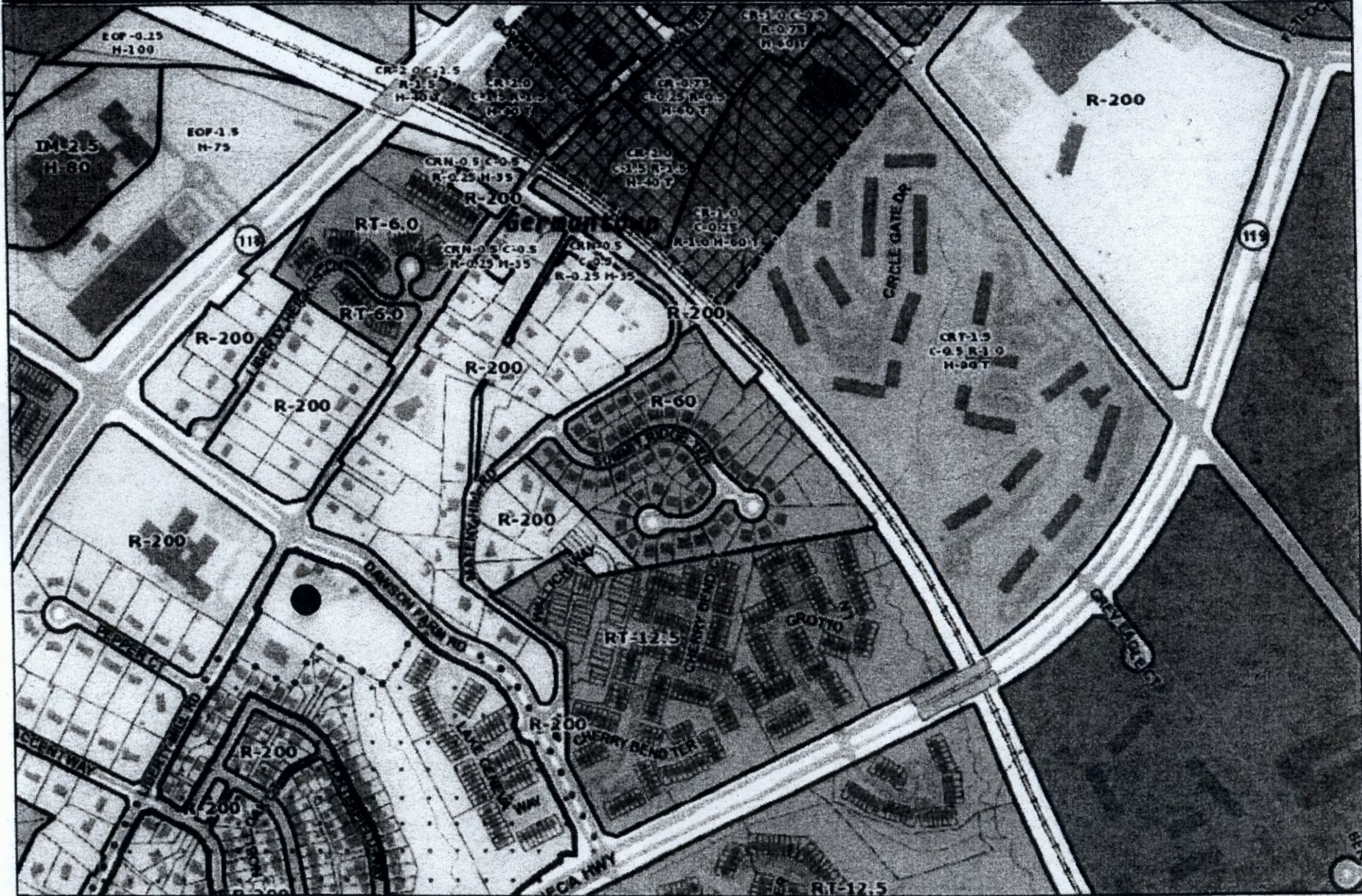
SVN Wright Commercial
1570 East Jefferson Street
Rockville, MD 20852
P. 240.750.6660
www.svnwright.com

Montgomery County Zoning

Date: 1/31/2018



3



Account #	00776388
Address	18115 LIBERTY MILL RD GERMANTOWN, 20874
Zone	R-200
Overlay Zone	NA
TDR Overlay Zone	NA
Landuse	Single Family Detached
Parcel, Lot, Block	P515, N/A, N/A

Parking District	NA
CBD	NA
Special Protection Area	NA
Urban District	NA
Enterprise Zone	NA
Arts & Ent. District	NA
Special Tax District	NA
Legal Description	CHESTNUT RIDGE

Bike/Ped Priority Area	NA
Urban Renewal Area	NA
Metro Station Policy Area	NA
Priority Funding Area	Yes
Septic Tier	Tier 1: Sewer existing
Municipality	NA
Master Plan	GERMANTOWN MASTER PLAN
Historic Site/District	NA



1 inch = 684 feet

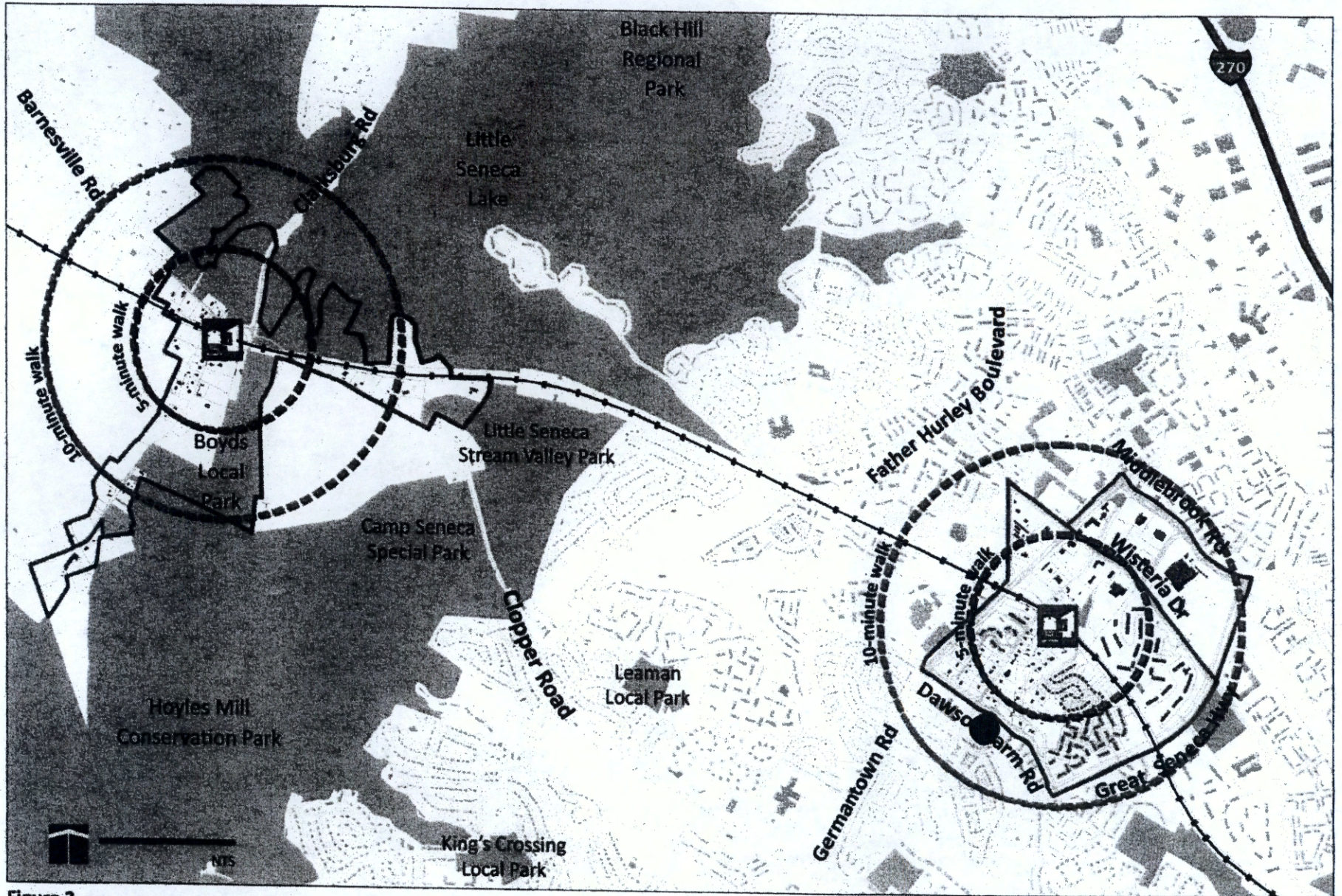


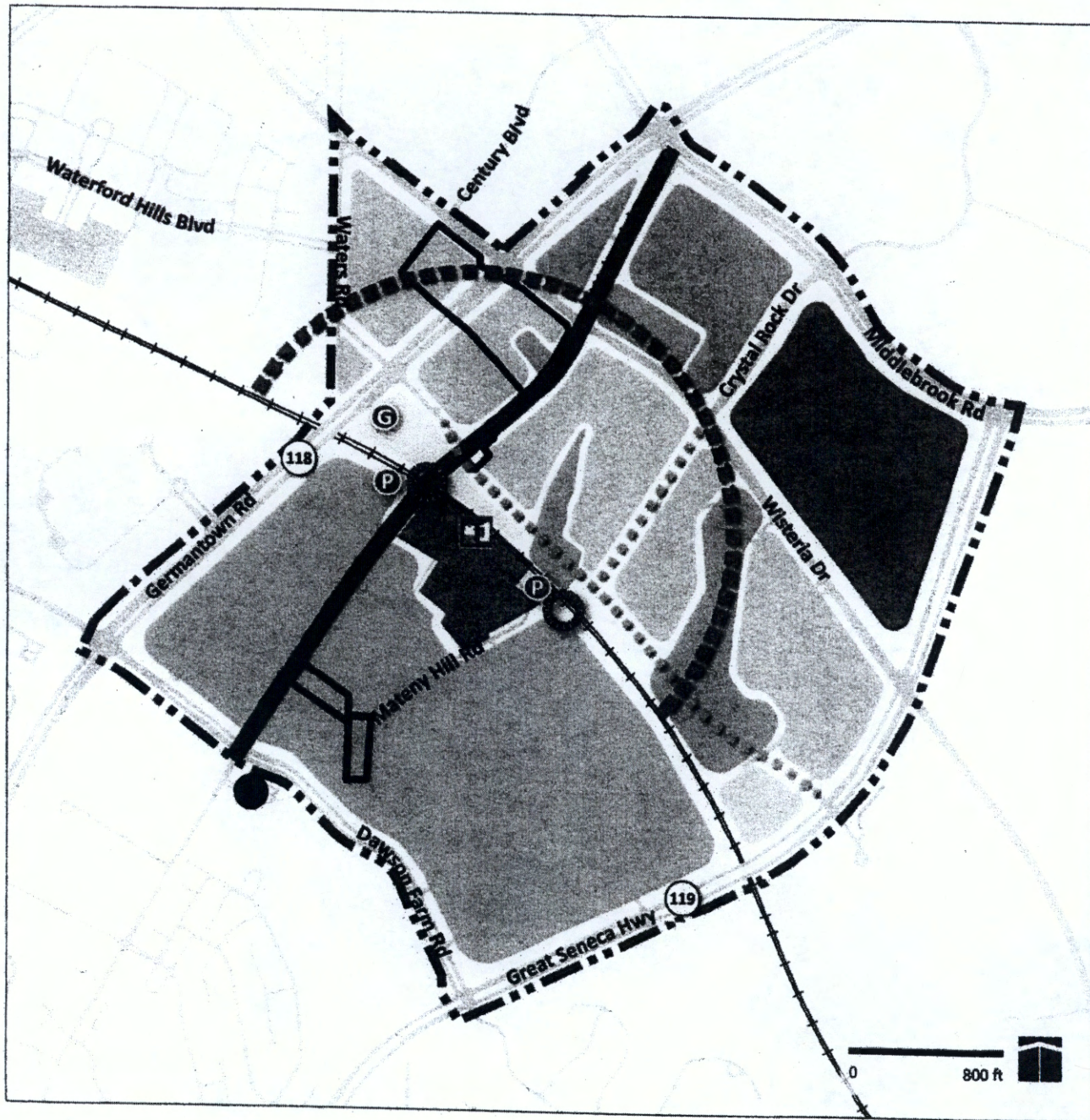
Figure 2
Boys and Germantown MARC Station areas with walk radii



Germantown

The Germantown plan area encompasses approximately 290 acres north and south of the CSX railroad tracks and Germantown MARC Station, in an area generally bounded by Middlebrook Road to the northeast, Great Seneca Highway to the southeast, Dawson Farm Road to the southwest and Germantown and Waters Roads on the northwest. On the north side of the railroad tracks, commercial uses predominate while south of the railroad tracks, uses are mainly residential. The area contains an historic district and five historic sites, all designated as such by Montgomery County.

Figure 4
Aerial of the Germantown
Planning Area



- Figure 8**
Staff Concept for Germantown
- Historic District (red outline) and Resources (outline)
 - Protect historic district and sites.
 - Existing Neighborhood
 - Maintain and enhance established residential neighborhood.
 - Mixed-Use
 - Protect the historic district. Step up building heights from the railroad tracks.
 - Seneca Valley High School
 - Provide pedestrian and bicycle improvements around the high school.
 - Open Space
 - Provide enhanced open spaces north of railroad tracks.
 - Neighborhood Main Street
 - Enhance historic streetscape.
 - Connection
 - Potential Additional MARC Parking Locations
 - 5-Minute Walk
 - Locate additional garage within walking distance of MARC, if necessary.
 - Pedestrian Connection
 - Enhance north/south pedestrian connections.
 - Germantown MARC Boundary
 - MARC Station

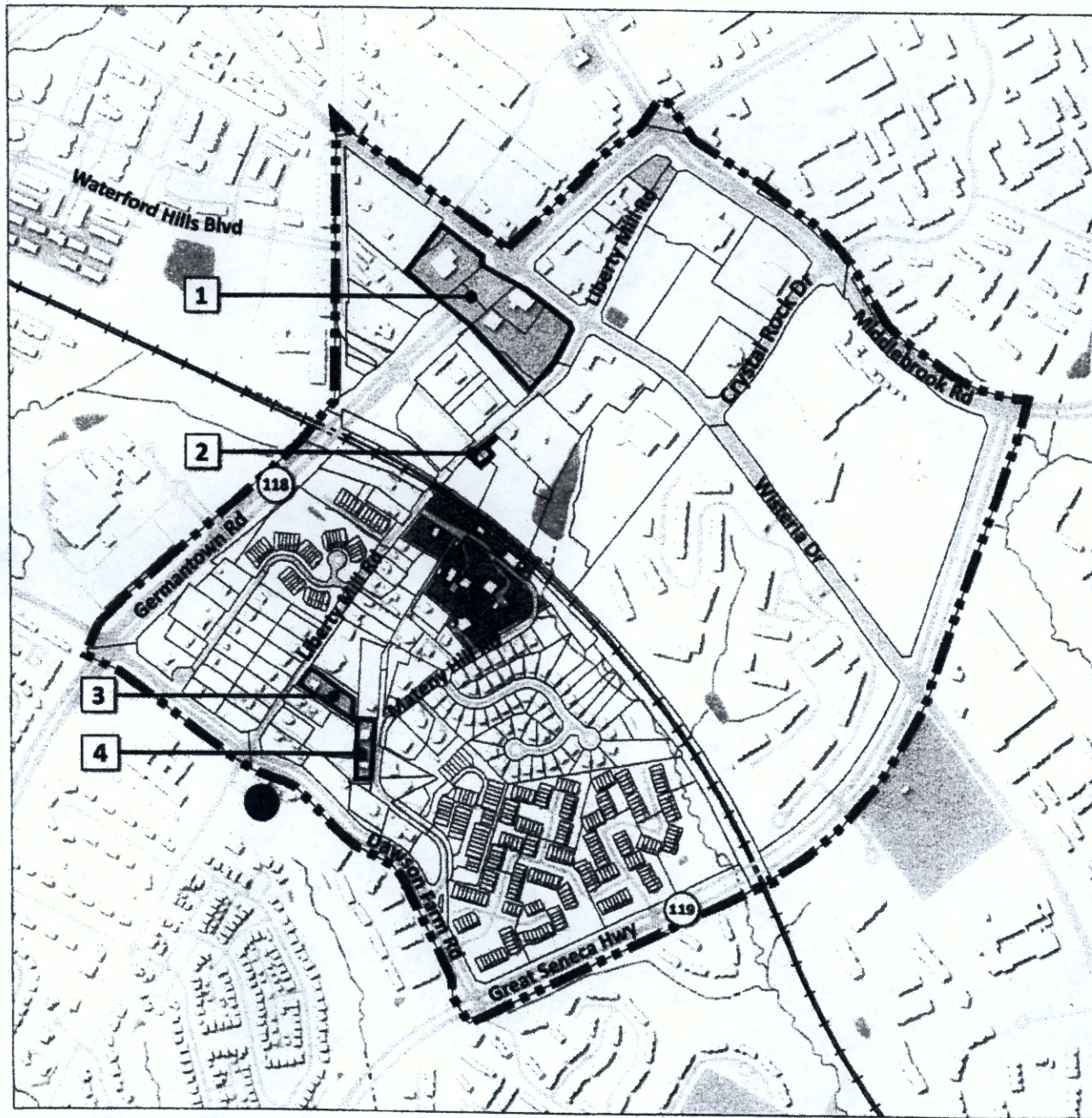






Figure 12
 Germantown Historic District and Resource

-  Historic District (MP 18/8)
-  Historic Resource
- 1. Madeline V. Waters House (MP 19/13-1)
- 2. Pumphrey Mateny House (MP 19/13-5)
- 3. Upton Bowman House (MP/13-6)
- 4. Wallich-Heimer House (MP 19/13-7)
-  Open Space
-  Germantown MARC Boundary

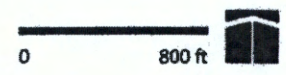











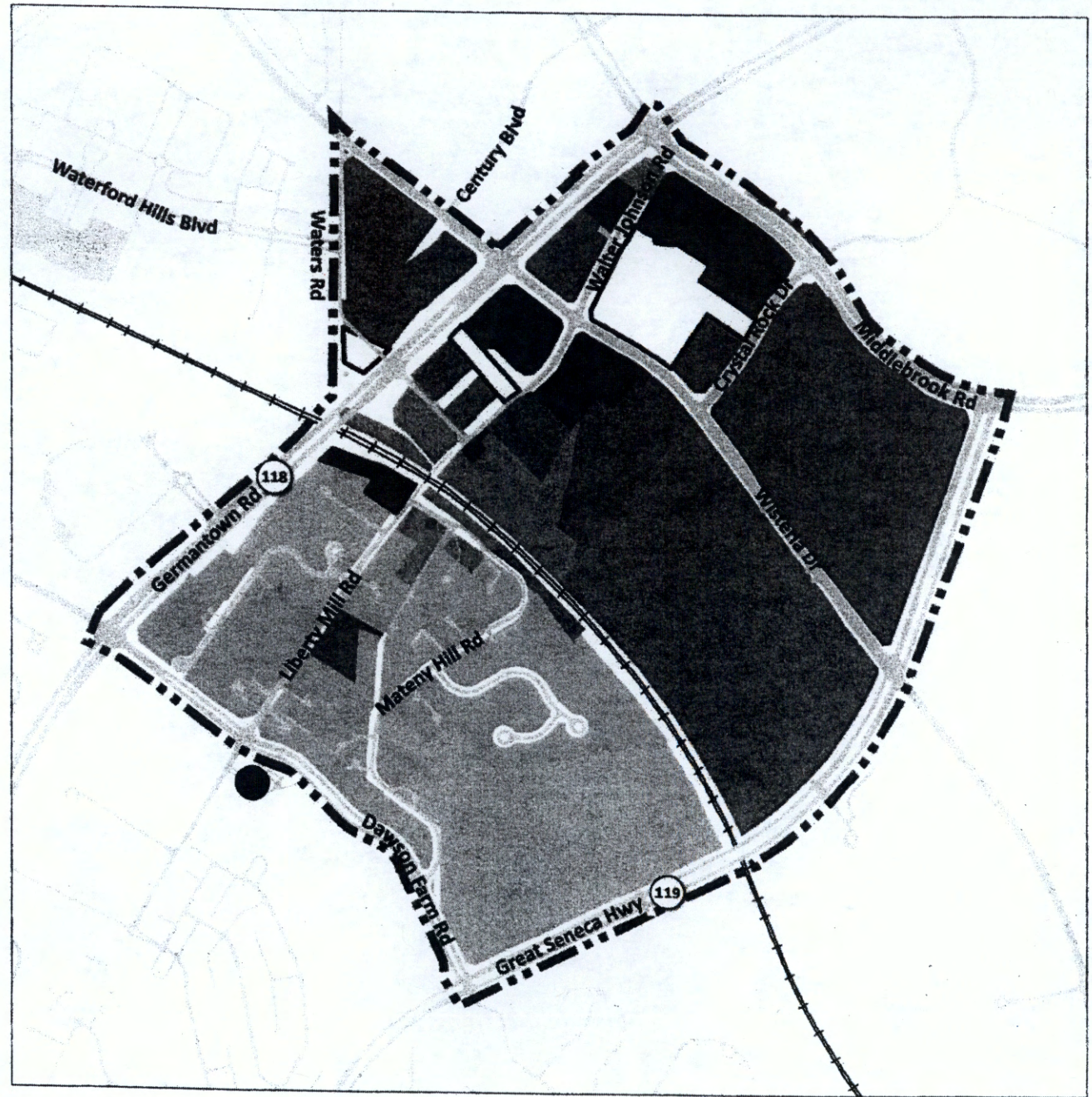


Figure 17

Existing Germantown Land Use

-  Residential Single-Family Detached
-  Residential Townhouse
-  Residential Multi-Family
-  Retail
-  Commercial (including Office)
-  Cultural, Public Facilities and Institutional
-  Parks and Open Space
-  MARC Parking Lots
-  Industrial
-  Vacant
-  Germantown MARC Boundary



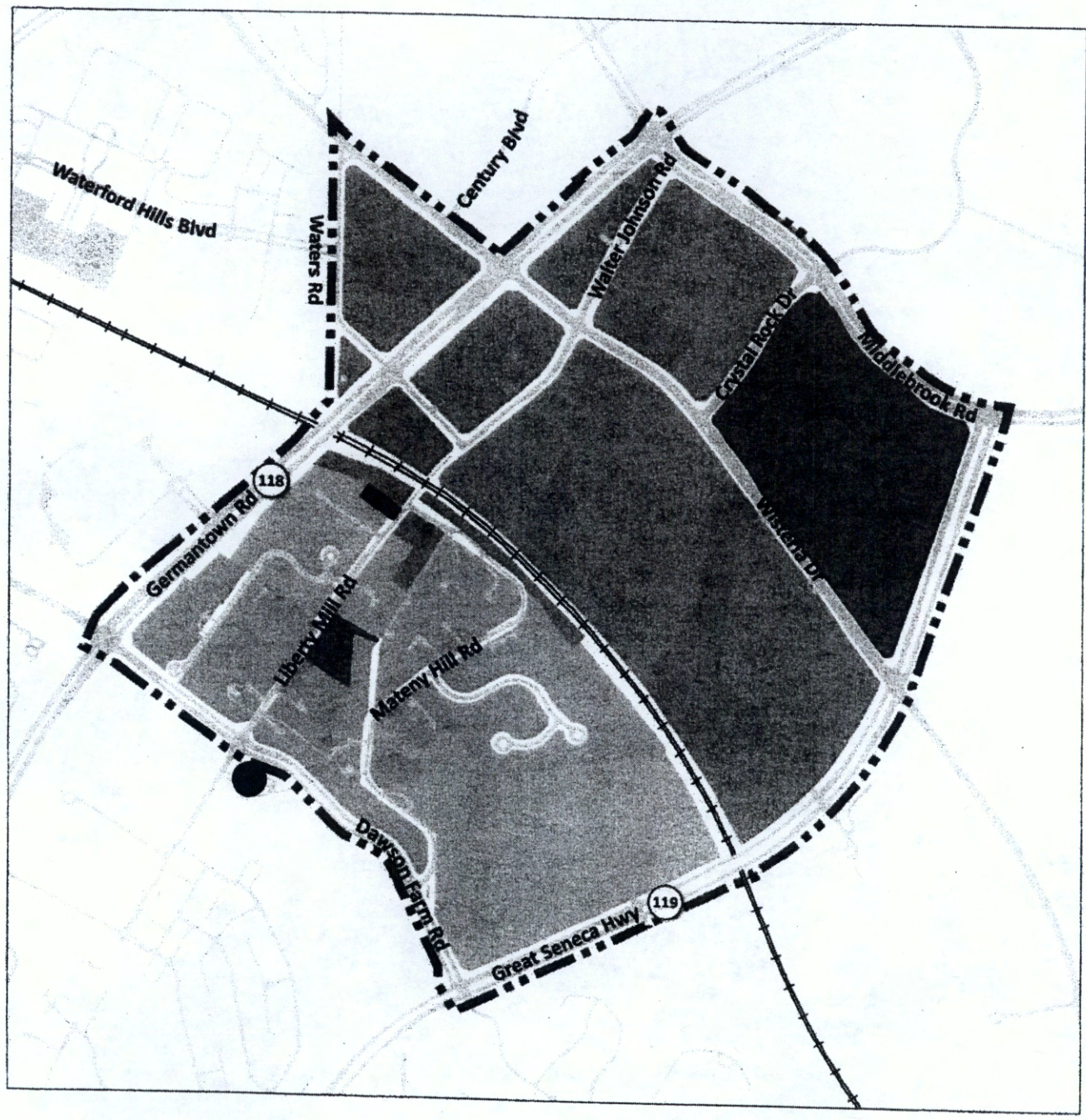








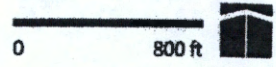


Figure 18
 Staff Concept for Germantown
 Land Use

-  Residential Single-Family Detached
-  Residential Townhouse
-  Mixed-Use
-  Commercial (including Office)
-  Cultural, Public Facilities and Institutional
-  Parks and Open Space
-  MARC Parking Lots
-  Germantown MARC Boundary





PLEASANTS DEVELOPMENT, LLC 24012Frederick Rd. | Suite 200 | Clarksburg, MD 20871 | T 301428-0800 | F 301428-1736

January 22, 2019

Hon. Nancy Navarro
Council President
Montgomery County Council
100 Maryland Avenue
Rockville, MD 20850

SENT VIA EMAIL: county.council@montgomerycountymd.gov

**Re: MARC Rail Communities Sector Plan (the "Plan")
Trevion Property, located Wisteria Drive & Walter Johnson Drive, Germantown**

Dear President Navarro and Members of the Council:

This letter is to summarize our past involvement and current position related to MARC Rail Communities Sector Plan and its impact on the Trevion Property in Germantown owned by Gunners Lake Thirteen Ltd. Partnership, an entity managed by Pleasants Development, LLC.

We have been working with the Planning Board and their staff through the various work sessions beginning early in 2018. Many of our issues with the Draft Plan have been resolved and we are in support of the current Plan and its recommended zoning. We do, however, wish to itemize some of the issues that we raised previously with the Planning Board to ensure that the current Plan does not change to the detriment of the Trevion Property:

1. The Open Space shown on page 19 with an asterisk, and shown in the illustrative drawings on pages 71 and 72, is illustrative and is intended to be a small pocket park on the corner of Walter Johnson Drive and Wisteria Drive. A storm drainage facility is there now, and upon redevelopment can be replaced.
2. The undergrounding of utilities that exist along Walter Johnson Drive (page 54) is to be "evaluated" to determine "if feasible." We discussed the undergrounding with Pepco and determined this to be economically infeasible, as the cost exceeds \$2 million dollars due to the nature of the extensive facilities there.
3. The preservation of existing trees known as "the Walter Johnson Oaks" is to be done "to the extent feasible", as shown on pages 80 and 93. We recently asked a certified arborist to evaluate the trees on the Trevion Property in conjunction with a filed Forest Stand Delineation/Natural Resource Inventory, which was subsequently approved by MNCPPC. This evaluation resulted in a finding that some of the trees are in poor condition. This issue will be fully resolved when a detailed plan is submitted for the Trevion Property along with a Forest Conservation Plan at a later time.

Thank you and we look forward to the adoption of the plan.

Sincerely,
Pleasants Development, LLC

A handwritten signature in black ink, appearing to read "Clark Wagner".

Clark Wagner
Vice President, Land Acquisition & Entitlements

CC: Robert G. Brewer, Jr., Lerch Early & Brewer
Henry Forester, Core Development
Ms. Pam Dunn, Council Staff
Ms. Gwen Wright, Planning Director



Christopher M. Ruhlen
Attorney
301-841-3834
cmruhlen@lerchearly.com

February 11, 2019

VIA E-MAIL - county.council@montgomerycountymd.gov

The Honorable Nancy Navarro, Council President
Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850

RE: MARC Rail Communities Sector Plan

Dear President Navarro and Members of the Council:

On behalf of our client, U-Haul Moving & Storage of Germantown ("U-Haul"), please include this letter in the public record for the MARC Rail Communities Sector Plan (the "Sector Plan"). U-Haul owns and operates the self-storage and light vehicle rental facility at 19525 Waters Road in Germantown (the "Property"), which is located within the Sector Plan's boundaries on the north side of Maryland Route 118 ("MD 118").

U-Haul was an active participant in the Montgomery County Planning Board's review of the Sector Plan during the 2018 calendar year. Although the Sector Plan initially included specific recommendations for the Property that would have made it difficult for U-Haul to undertake certain improvements that will be needed in order to remain at this location over the long term, the Planning Board and the Staff of the Montgomery County Planning Department were attentive to U-Haul's concerns throughout the review process. As a result, many of U-Haul's initial concerns with the draft Sector Plan were resolved. Therefore, U-Haul now supports the Sector Plan as drafted, including the proposed rezoning of the Property to the Commercial/Residential Town ("CRT") zone (CRT-0.75, C-0.75, R-0.75, H-60).

We thank you for your consideration of the above, and we look forward to the adoption of the Sector Plan.

Sincerely,

Christopher M. Ruhlen

- cc: Councilmember Gabe Albornoz
- Councilmember Andrew Friedson
- Councilmember Evan Glass
- Councilmember Tom Hucker
- Councilmember Will Jawando
- Councilmember Sidney Katz
- Councilmember Craig Rice
- Councilmember Hans Riemer
- Mr. Amit Thanki
- Mr. Sachchida N. Gupta, P.E.
- Mr. Richard Weaver
- Mr. Roberto Duke
- Ms. Leslie Saville
- William Kominers, Esq.



Robert G. Brewer, Jr.
301-657-0165
rgbrewer@lerchearly.com

February 11, 2019

Hon. Nancy Navarro
President, Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850

Re: MARC Rail Communities Sector Plan
KHR Waters Investments, LLC

Dear Ms. Navarro and Council Members,

Our firm represents KHR Waters Investments, LLC, the owner of property located at 19621 Waters Road in Germantown, Maryland. We are writing to urge the Council to adopt the Sector Plan and affirm its land use recommendations for this property.

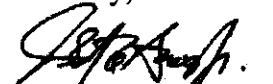
The property owner uses this property currently for light industrial purposes. It contains approximately 3.5 acres, on which there is an old one-story brick house and a storage yard. It is located at the southwest corner of Waters Road and Wisteria Drive, across Wisteria Drive from a shopping center and one block from Md. Rt. 118. On its block of Waters Road, new apartment buildings with ground floor retail space have been built, and Waters Road recently was re-connected to Rt. 118 proximate to the Germantown MARC Rail station (about three blocks from the site).

The Planning Board Draft Sector Plan recommends zoning for this property of CRT 0.75, C-0.75, R-0.75, H-60'. This recommendation was supported unanimously by the Planning Board and proposed by Staff. We urge the Council to affirm it.

This zoning recommendation will facilitate future redevelopment of the property consistent with the goals and objectives of the Sector Plan. The property is convenient to MARC Rail (several blocks away) and Germantown bus service. The client's civil engineers at Macris, Hendricks & Glascock have prepared preliminary redevelopment plans for multi-family buildings with ground floor retail space, but no definitive decisions have been made on any particular redevelopment plans.

Please contact us if you have any questions or need additional information. Thank you for your consideration.

Sincerely,


Robert G. Brewer, Jr.

cc: Ms. Pam Dunn, Council Staff
Ms. Gwen Wright, Planning Director

Email Viewer

PD
CC
MM

Message	Details	Attachments	Headers
Source			

5083415

HTML

From: "info@boydshistory.org" <info@boydshistory.org>
 Date: 2/11/2019 10:52:13 AM
 To: "county.council@montgomerycountymd.gov" <county.council@montgomerycountymd.gov>
 Cc:
 Subject: MARC Rail Sector Plan public hearing

The purpose of the Boyds Historical Society is to study and preserve the character of the Boyds community, to identify and research sites of historic and cultural interest, and to work toward their preservation. We support the focus on preservation, particularly by protecting and enhancing the Boyds Historic District, retaining the 1927 pedestrian underpass, rehabilitating Winderbourne to the extent feasible, and encouraging retention of the historic homes on Clopper Road east of the historic district. We ask that the Edward U. Taylor School be added to the Master Plan for Historic Preservation. We support the following road classifications in the Boyds plan area: Clopper Road between the creek and Clarksburg Road as a two-lane country arterial, Clopper Road from Clarksburg Road to White Ground Road as a rustic road, White Ground Road as an exceptional rustic road, Barnesville Road as a two-lane country road, and Clarksburg Road from Clopper Road to the lake as a two-lane arterial. We support plan language against traffic circles or vehicular overpasses and for retaining the historic 1927 railroad bridge over Clarksburg as long as feasible and, if necessary, replacing the bridge with a context-sensitive bridge slightly to the east. As co-sponsors of the Boyds MARC station community design workshop, we support expansion of the station across the tracks to its historic location on the property recently acquired by the county, along with preservation and adaptive reuse of the historic Hoyles Mill. We believe that this will help keep the train station at the heart of Boyds while also preserving Boyds' historic character and integrity. To this end, we ask that the Boyds Historic District be extended to include all of the new property. Finally, for the eventual development of the Boyds Local Park, we ask that the front slope of the park be kept green and undeveloped, from Clopper Road to the top of the hill, in order to preserve the historic appearance of Boyds as a rural agricultural area.

Close

To the County Council:

I am owner of the Pumphrey-Mateny House (the historic house in the center of the proposed development encompassing the Germantown MARC station) and I have just learned of the County's intentions. I feel that I must express my concern regarding the impact of the following proposed projects:

- 1) The construction of an extension of Bowman Mill Drive at the doorstep of the Pumphrey-Mateny House.
- 2) The construction of a parking garage immediately behind the Pumphrey-Mateny House.
- 3) The possible construction of an extensive housing and office complex surrounding the Pumphrey-Mateny House on all four sides.

It is a given that the goal of said projects are to enhance Germantown and make it a desirable community in which to live. The Pumphrey-Mateny House is one of the most prominent features of this historic area and it is evident that the County wishes to capitalize on its charm and attractiveness. I share in that goal.

As a professional who has been in the business of restoring historic structures for over 35 years, I must point out that the foundation and basement walls of the Pumphrey-Mateny House are composed of fieldstone rubble held together with old frail sandy mortar (not cement).

The issue is two-fold: These walls provide critical structural foundation to the entire building. Secondly, there is an issue with the ground water that migrates from the higher elevations (Germantown Road) toward the lower elevations (the lower MARC train station's parking lot) and through the Pumphrey-Mateny House. To prevent the water from flowing freely through the house (which at one time it did) I have re-enforced and shored-up the historic basement walls and constructed an elaborate French drain system to help divert the water away from the foundation. Up to now my efforts have been successful since over the last 25 years the basement has remained stable and dry.

My concern is that the vibrations caused by the proposed construction and increase vehicle traffic (which will extremely close to this building) will affect the fragile basement walls. It is likely that the vibrations will crack the walls and allow water to seep in, which will in turn allow mold, mildew and

termites to flourish. It is even possible that enough damage could cause the building to become structurally unsound.

There is one other issue that concerns me. The only logical way of paying for the building's continued maintenance is to rent it out. Presently the building is being used as an office for the L3 church. The question is, "How rentable will the Pumphrey-Mateny House be during said construction, or later with the increased traffic at its doorstep or once it is in the shadow modern parking edifice?" If renting the property becomes untenable, the loss of income and the lack of occupants will condemn the very property that we are trying to save.

Please take these very real concerns into consideration when permitting the proposed project. My recommendations are: Keep the extension of Bowman Mill Drive as far away from the building as possible. Have structural engineers examine the foundation of the Pumphrey-Mateny House in order to establish a base-line. If said project causes damage or make the building unrentable, the County should be willing to provide appropriate compensation and/or assistance. Finally, if the County considers permitting the construction of the proposed housing and office complex, that I should be given adequate time to study the proposal and respond accordingly.

Sincerely,

Robert Albiol



Germantown Historical Society
Unlocking the Past in Germantown, Maryland

February 12, 2019

Montgomery County Council

MARC Rail Communities Sector Plan

The Germantown Historical Society would like to commend the Planning staff for listening to our comments at the Work sessions and for presenting a very good and balanced plan that will enhance the community around the Germantown MARC station and is compliance with past and present Germantown Master Plans and the stepping down of densities as one gets further from I-270.

We are particularly pleased that this draft plan protects the unique Germantown Historic District and supports the scale and low density of the entire neighborhood on the west side of the tracks. We own the historic 1922 Germantown Bank building which is in both the Montgomery County Heritage Area and the Germantown Historic District. We are currently seeking grants and contributions to create a Museum of Banking History and Local History inside the building. This is supported by Heritage Montgomery and the Historic Preservation Commission. This teaching museum will be the only one of its kind in the state of Maryland and a great asset to Germantown and the County. We believe that our museum will compliment the planned park and low commercial development across the railroad.

We also support the recommendation for enhanced streetscapes, sidewalks, lighting and buried utilities along "old 118" or "old Germantown Road" now Walter Johnson and Liberty Mill Roads, as this is extremely important to "the sense of place" and continuity of the Historic District and the neighborhood. All the new development in the Germantown have buried lines, but they all rise again above ground in the old sections.

All of this is indicated in the Urban Land Institute (ULI) study in the appendix of the staff report. This study also supports the Germantown Community Flea Markets, which are the main fund raisers for the Germantown Historical Society. The eight Flea Markets a year, weather permitting, have up to 190 vendors who fill up the entire large parking lot. Customers fill the smaller parking lot. The Markets also benefit two other groups in Germantown that help in the managing and share the profits of the Flea Markets: the Menare Foundation and a Boy Scout troop. The Flea Markets are very popular and are the last remaining large local events in Germantown, beside the 4th of July celebration at the SoccerPlex.

We do not support the construction of any 5-story or 3-story garages. The ULI study indicates that the limited MARC service on the Brunswick line will not support transit oriented

development. The MARC commuter trains are currently at capacity because there is no more space to store the trains during the day at the Union Station rail yard. **Transit oriented development without sufficient suitable transit is irresponsible.** Additional references to that study should be incorporated into the plan. If CSX permits additional service in the future, including more trains, mid-day service and weekend service, another study should be done. The only benefit of the construction of these garages would be to the commercial development stimulated by the increased density of development on the Rolling Hills site which is unwarranted and uncalled for.

Any increase in the density within the MARC Rail Communities sector would be against the recommendations of the Germantown Master plans and detrimental to the safety and quality of life of the community. Property owners who want to increase the density on their property are only interested in profits, not in enhancing the local community. Please don't let the greed of developers to squeeze a little more money out of their property infringe on the **rights and safety of residents and school children who walk these streets.**

As an alternative, the construction of a two-level garage on parking lot "B" will add the necessary spaces to accommodate MARC ridership for the foreseeable future, and the gentle slope of the land will allow for a two-level garage to not be visible from the train station area and thus not overwhelm the Historic District.

As shown in the Plan, open parking, or a compatible garage, could also be built on the west side of the tracks on the Landscaping company and Dentist office properties. The neighborhood would appreciate the re-location of the landscaping business as the large trucks are a visual and noise pollution nuisance.

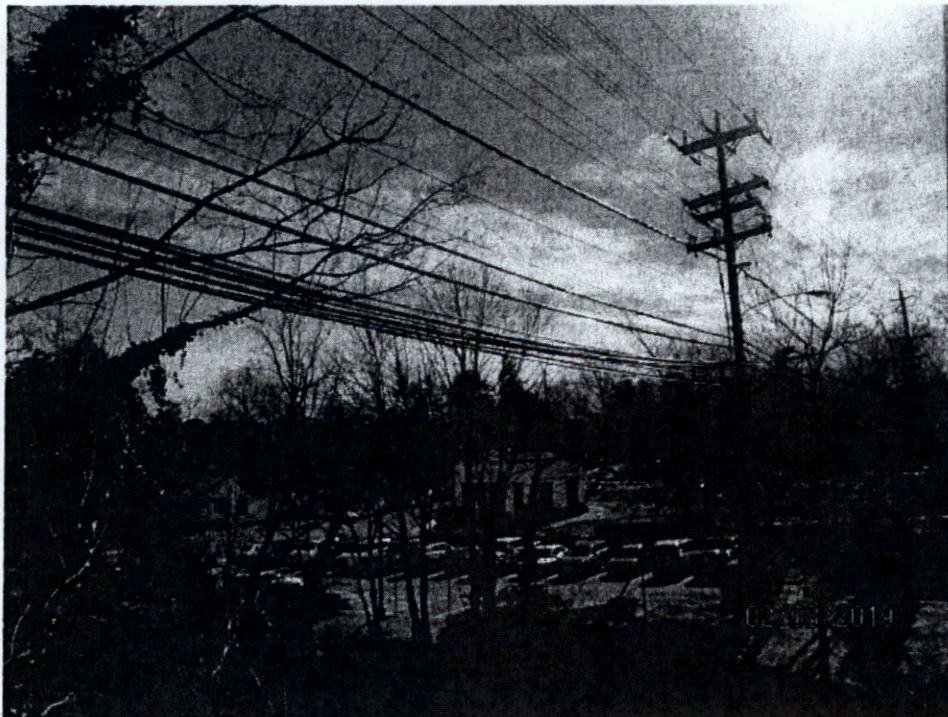
We also support the road diet proposed along Middlebrook Road as it will greatly improve safety for the students who walk to Seneca Valley High School. With the major increase in the student population, this recommendation should be a county priority. Any widening of these roads and encouragement of additional traffic would increase the pressure for another bridge across the railroad, which would be highly detrimental to the Historic District and its surrounding neighborhood and which we strongly oppose. We also approve of the improved bike and walking paths as they will reduce the automobile traffic.

As the County is also our city government, we expect that the County will partner with us in future endeavors to preserve and publicize the history of our community as a city government would do. A knowledge of and identification with local history gives a community a sense of place and commonality and adds to the quality of life.

Susan Cooke Soderberg
President
Germantown Historical Society
P.O. Box 475
Germantown, MD 20875
info@germantownmdhistory.org
301-814-5048



The Historic 1922 Germantown Bank



**The Germantown Bank from across the tracks
showing the electric and communication wires**

4/4 2-12-17
MARC Rail SP

DA
CO
PI
M

Email Viewer

Message	Details	Attachments	Headers
Source			

5083388

HTML

From: "Scott Knudson" <scott@knu.design>
 Date: 2/10/2019 3:24:50 PM
 To: "county.council@montgomerycountymd.gov"
 <county.council@montgomerycountymd.gov>
 Cc: "Hammet Hough" <walker301@verizon.net>, "Miriam Schoenbaum"
 <mwschoenbaum@yahoo.com>
 Subject: Written Testimony - MARC Rail Communities Sector Plan

I write in support of the MARC Rail Communities Sector Plan, with the following comments.

I had the pleasure of working with the Boyds Civic Association and the Boyds Historical Society to conduct community design charettes for the Anderson property which has since been purchased by the County with the intent of creating additional parking spaces and a bus turn-around. Dozens of participants developed valuable concerns, suggestions, and concepts that should be implemented.

I request that the attached file named 2019-01-22_Boyds Charette.pdf (which was presented to the Montgomery County Planning Board on January 24, 2019) be entered into the record, and that the concepts and concerns therein be given great weight in the definition of uses, budget, consultant selection, and the design of any proposed changes in Boyds.

Consistent with the principals outlined in that presentation, I highlight the following suggestions/concerns and ask that they be addressed:

1. This is not just a parking lot, but the hub of our community. The site must serve additional purposes other than parking, including adaptive reuse of the historic mill and other structures and outdoor events.
2. Think outside the box. The budget should accommodate a world-class multi-discipline design that improves the community and the character of the site and its context, which is simultaneously commercial, residential, historic, and natural. Use good design to integrate the arts and nature with transportation, history, recreation, and commerce.
3. The County Council should use its influence to ensure that new platform, track cross-over, and shelter/station facilities are built on the CSX property.
4. Bus Service should not only connect to Clarksburg but also Germantown. Given that, it is not necessary that the bus actually turn around if a suitable design solution can be

20

identified with roadside bus stops. This may save time and improve traffic flow/safety.
5. While the Charette did not define a preferred solution, the illustrative concept in the Sector Plan is but one approach; the County Agencies should work closely with the community to consider the multiple design concepts in the attached document while (not after) a specific design recommendation is being developed.

Scott Knudson, AIA, LEED AP BD+C
Knu Design, LLC
www.knu.design<<http://www.knu.design>>
240.372.0185

[cid:cb929201-a596-480a-b09f-4654d8adad01@namprd15.prod.outlook.com]

Close

ANDERSON SITE CHARETTE, BOYDS

Location

Site

Purpose

Process

Observations

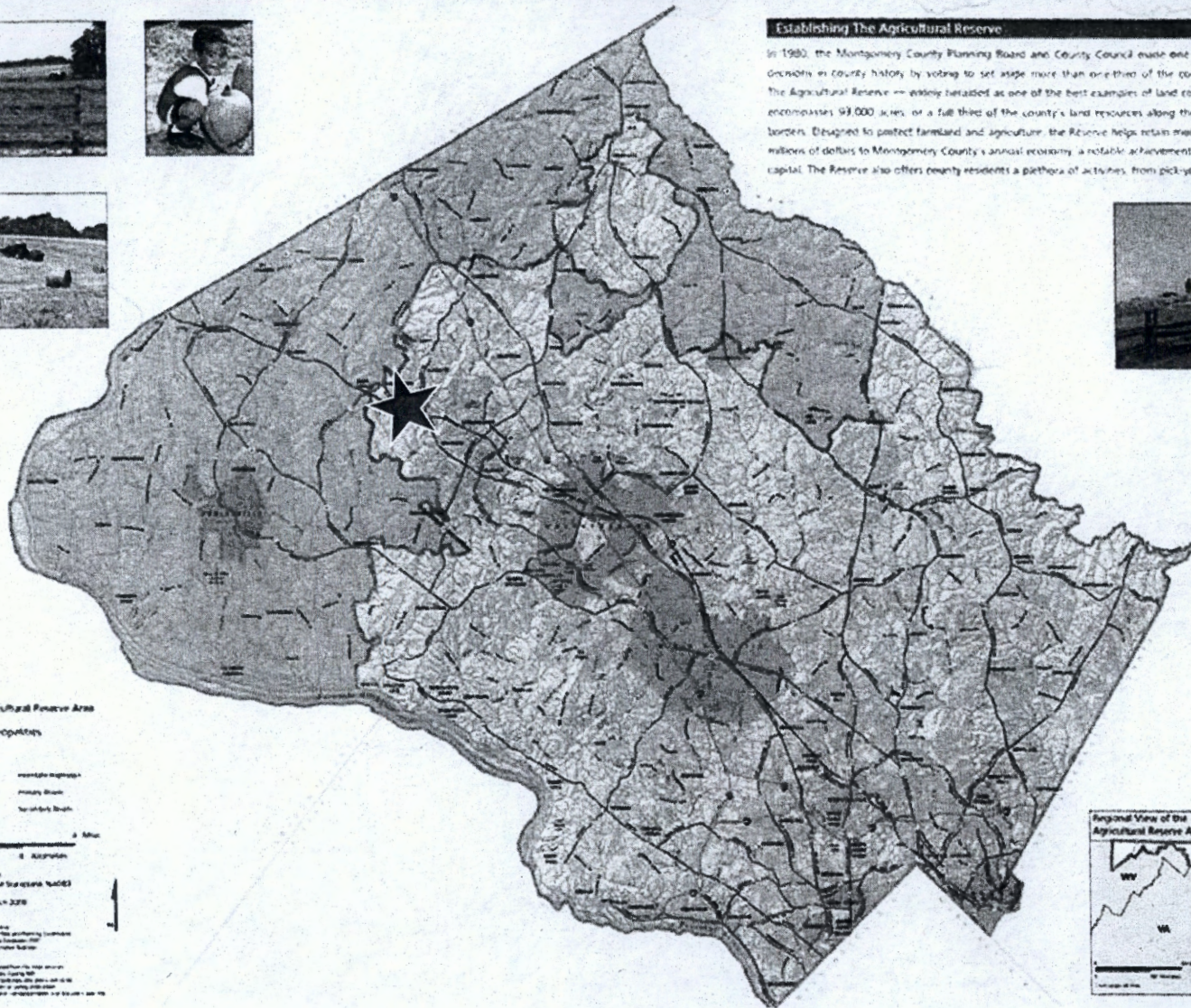
Ideas

Results

LOCATION

knu
Design


Agricultural Reserve Area





 Agricultural Reserve Area

 Municipalities

Roads:

 Interstate Expressway

 Primary Road

 Secondary Road

0 4 Miles
0 4 Kilometers

1 inch equals 7.5 miles
Projection: Maryland State Plane, NAD83
Map produced by ESRI, 2008

Map prepared by ESRI, 2008
Map data provided by ESRI, 2008
Map data provided by ESRI, 2008
Map data provided by ESRI, 2008

Disclaimer: This map is not intended to be used for navigation or other purposes. It is provided as a general reference only. ESRI and the other names appearing on this map are trademarks of their respective owners.

Establishing The Agricultural Reserve

In 1980, the Montgomery County Planning Board and County Council made one of the most significant land-use decisions in county history by voting to set aside more than one-third of the county's land for agricultural uses. The Agricultural Reserve is widely regarded as one of the best examples of land conservation policies in America — encompasses 99,000 acres, or a full third of the county's land resources along the county's northern and western borders. Designed to protect farmland and agriculture, the Reserve helps retain more than 500 farms that contribute millions of dollars to Montgomery County's annual economy, a notable achievement in an area so close to the nation's capital. The Reserve also offers county residents a plethora of activities, from pick-your-own fruit farms to bike routes.

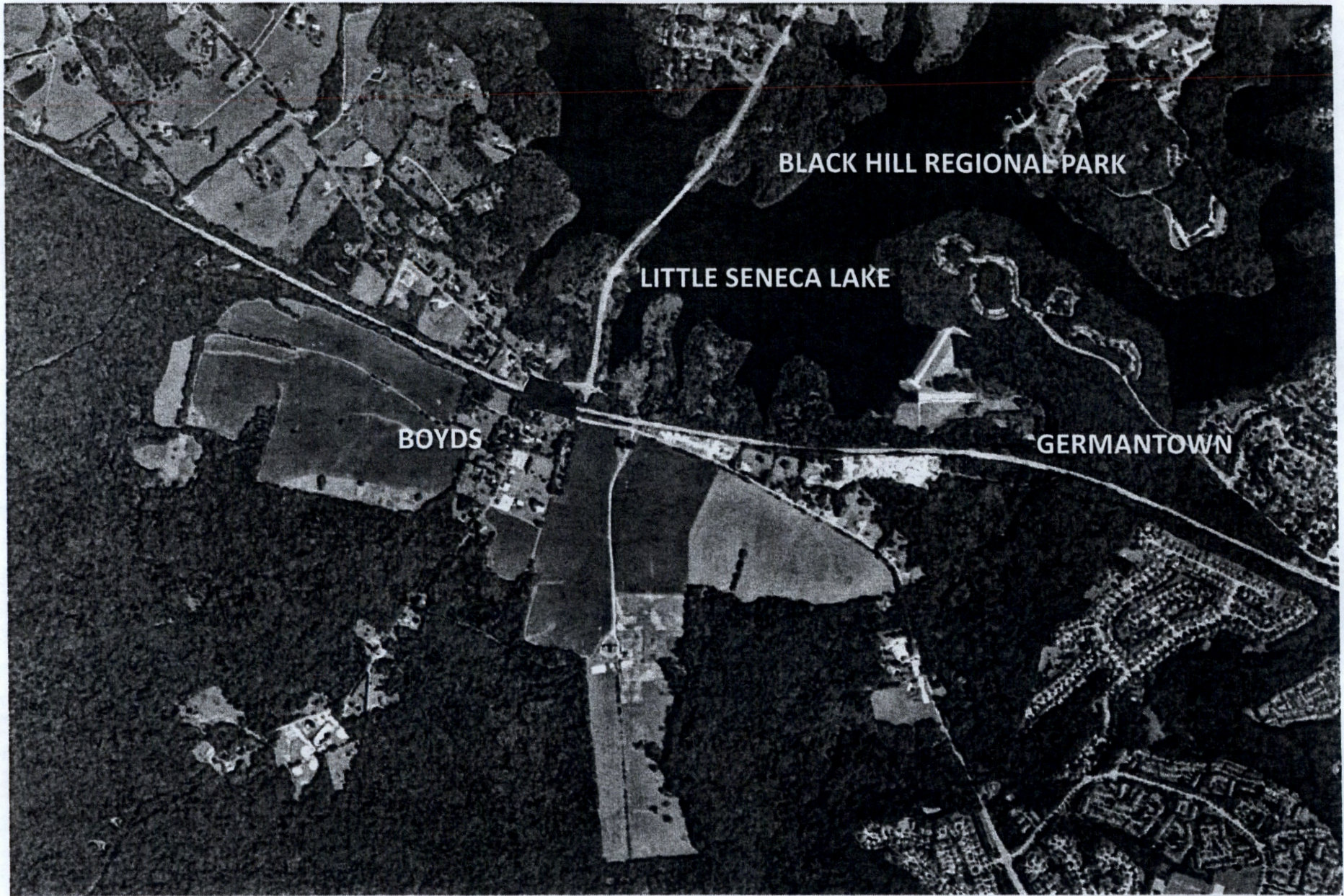


Boys Civic Association
BOYDS HISTORICAL SOCIETY

Site is a Gateway to the Ag Reserve

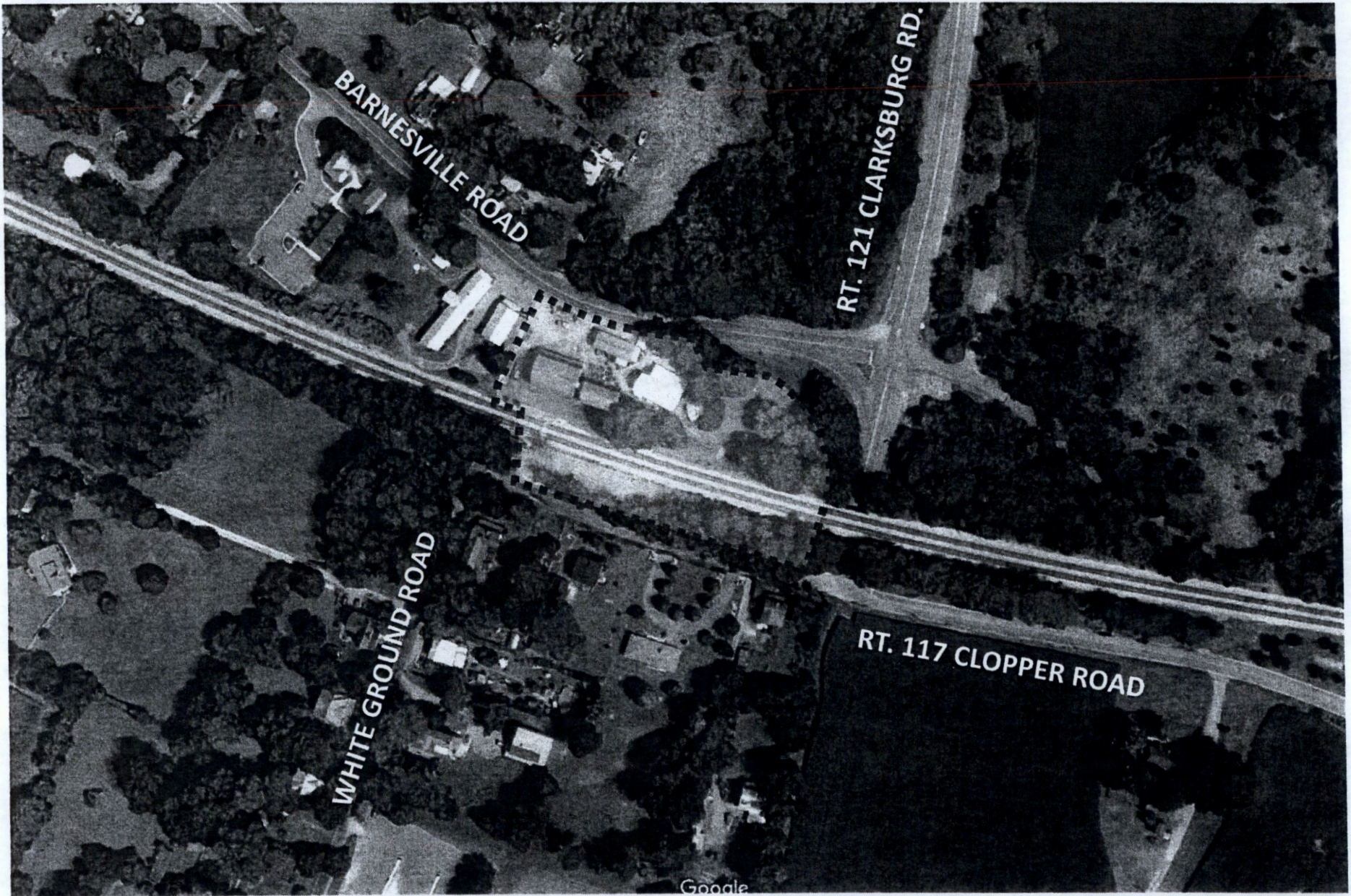
Anderson Site Charette





Boys Civic Association
BOYDS HISTORICAL SOCIETY

Location **knu**
Design
Anderson Site Charette



Boys Civic Association
BOYDS HISTORICAL SOCIETY

The Site
Anderson Site Charette

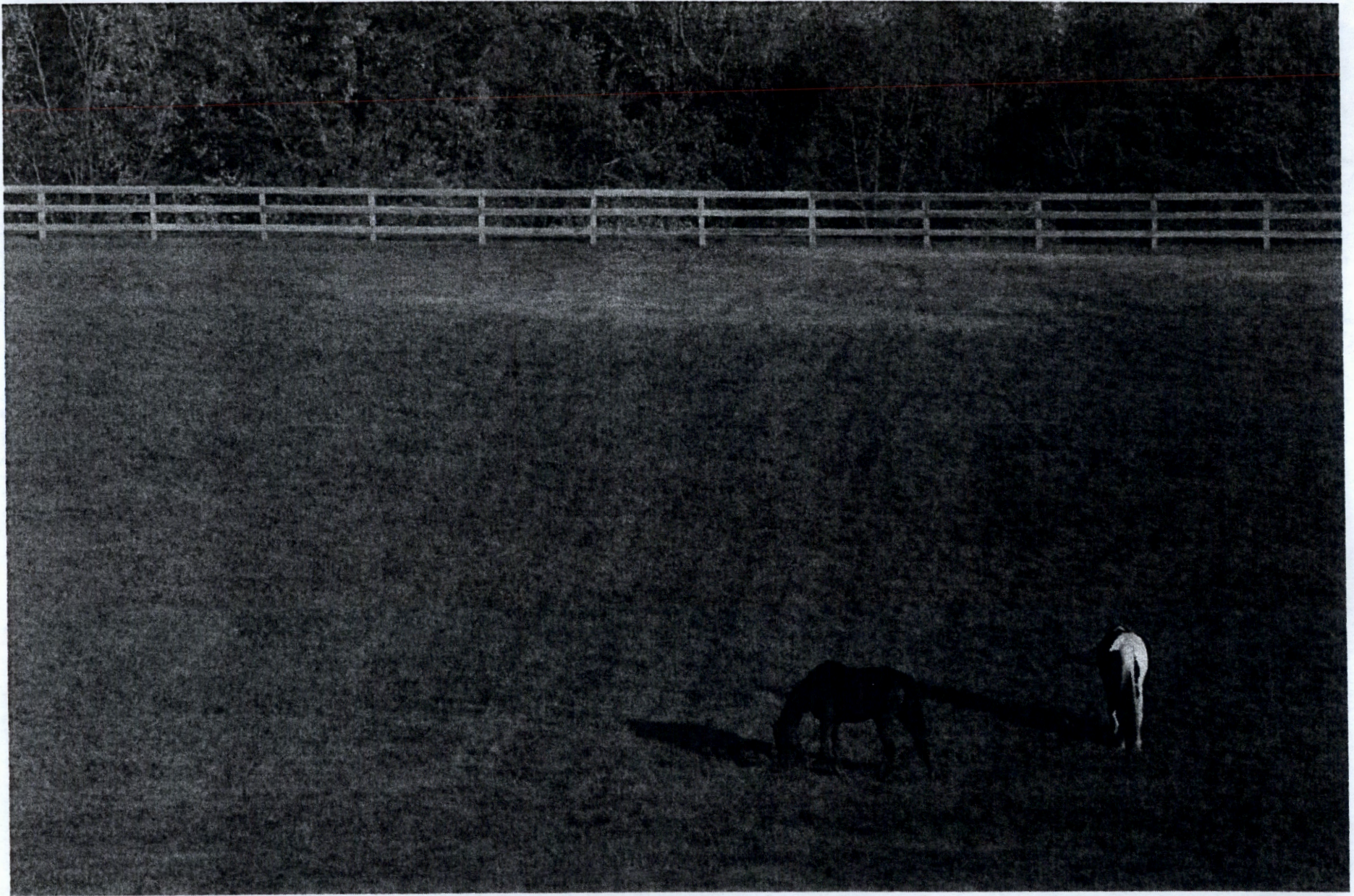
knu
DESIGN



Boys Civic Association
BOYDS HISTORICAL SOCIETY

Anderson Site Charette





Boyds Civic Association
BOYDS HISTORICAL SOCIETY

Anderson Site Charette

knu
DESIGN



Boys Civic Association
BOYDS HISTORICAL SOCIETY

Anderson Site Charette

knu
Design



Boys Civic Association
BOYDS HISTORICAL SOCIETY

Anderson Site Charette





Boys Civic Association
BOYDS HISTORICAL SOCIETY

Anderson Site Charette



SITE

Boyds Civic Association
BOYDS HISTORICAL SOCIETY

Anderson Site Charette

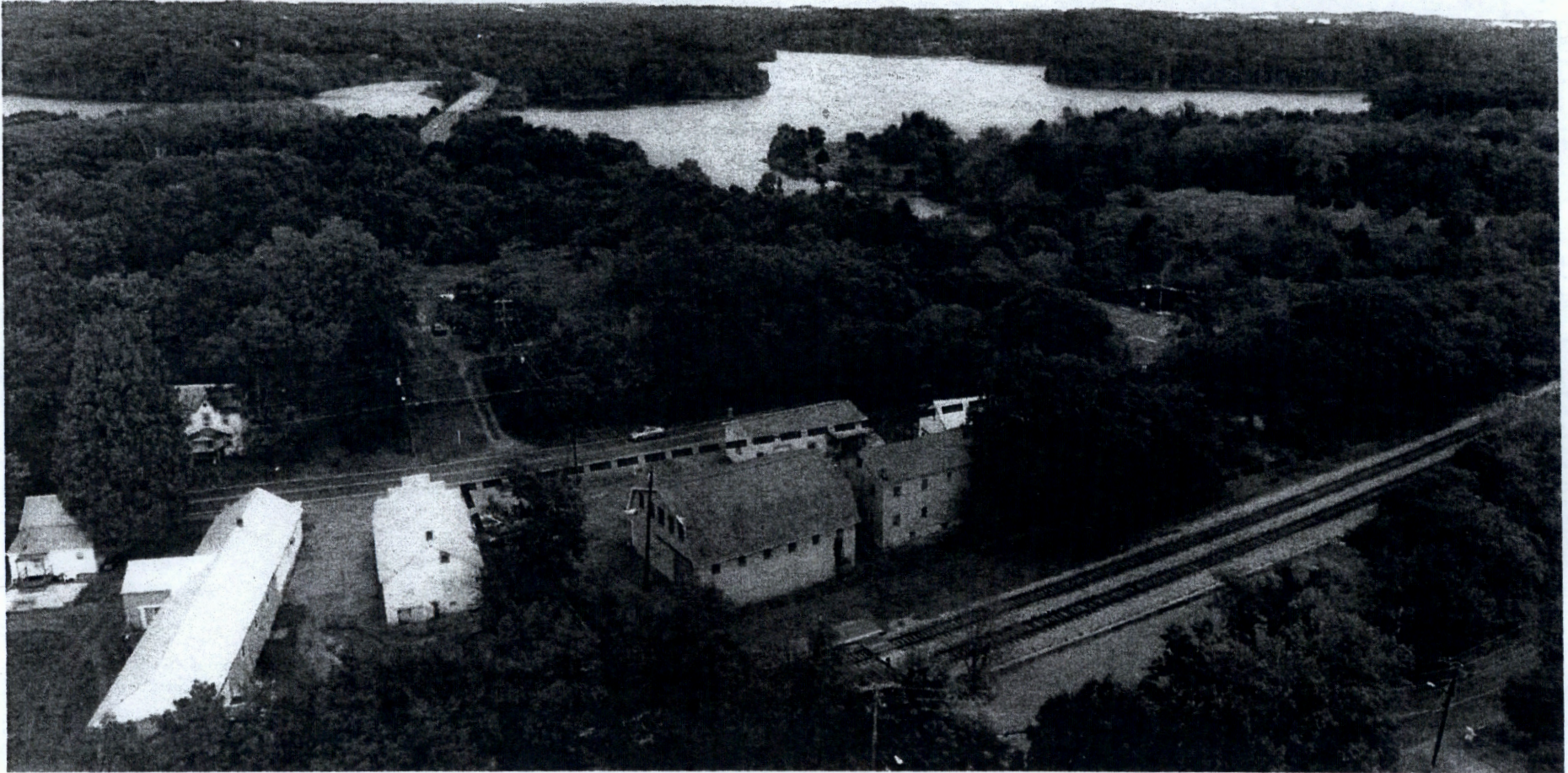
knu
Design



BOYDS CIVIC ASSOCIATION
BOYDS HISTORICAL SOCIETY

Anderson Site Charette

DESIGN



Boys Civic Association
BOYDS HISTORICAL SOCIETY

Anderson Site Charette





Boyds Civic Association
BOYDS HISTORICAL SOCIETY

Anderson Site Charette





Boys Civic Association
BOYDS HISTORICAL SOCIETY

Anderson Site Charette



PURPOSE

Boyd's Civic Association
BOYD'S HISTORICAL SOCIETY

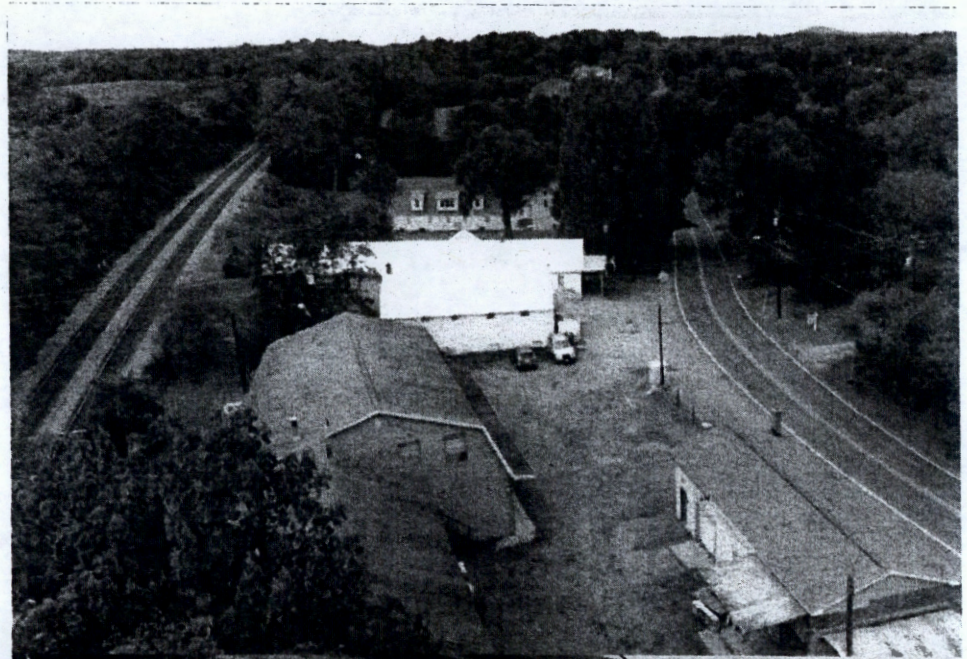
Anderson Site Charette

knu
design

**Parking demand at MARC Station
is past saturation**

**Save and restore the historic
Hoyles Mill**

Reinforce the core of Boyds



Boys Civic Association
BOYDS HISTORICAL SOCIETY

The Objective
Anderson Site Charette



PROCESS

Boyd's Civic Association
BOYD'S HISTORICAL SOCIETY

Anderson Site Charette

knu
design

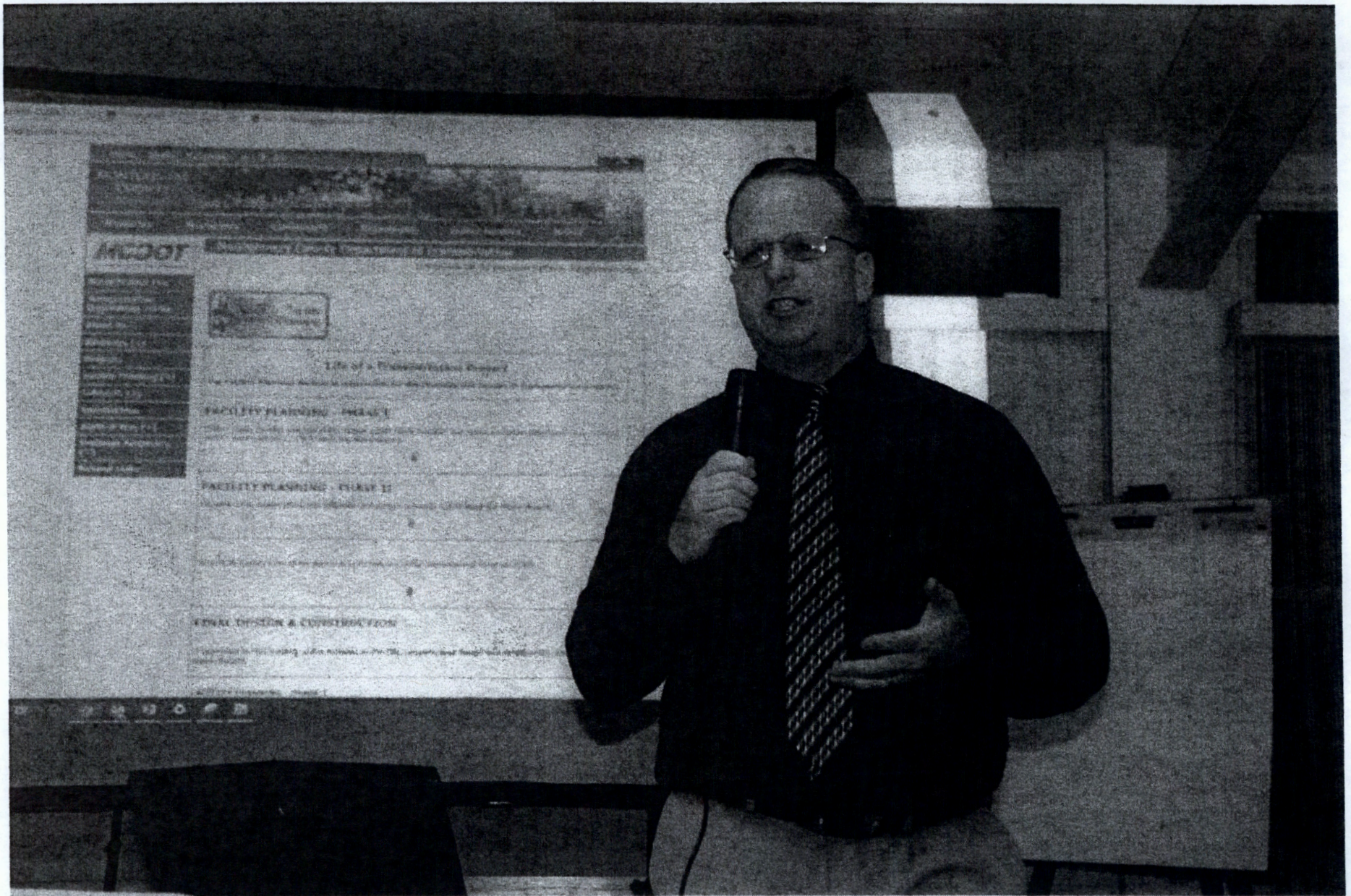


Boys Civic Association
BOYDS HISTORICAL SOCIETY

Anderson Site Charette

knu
Design



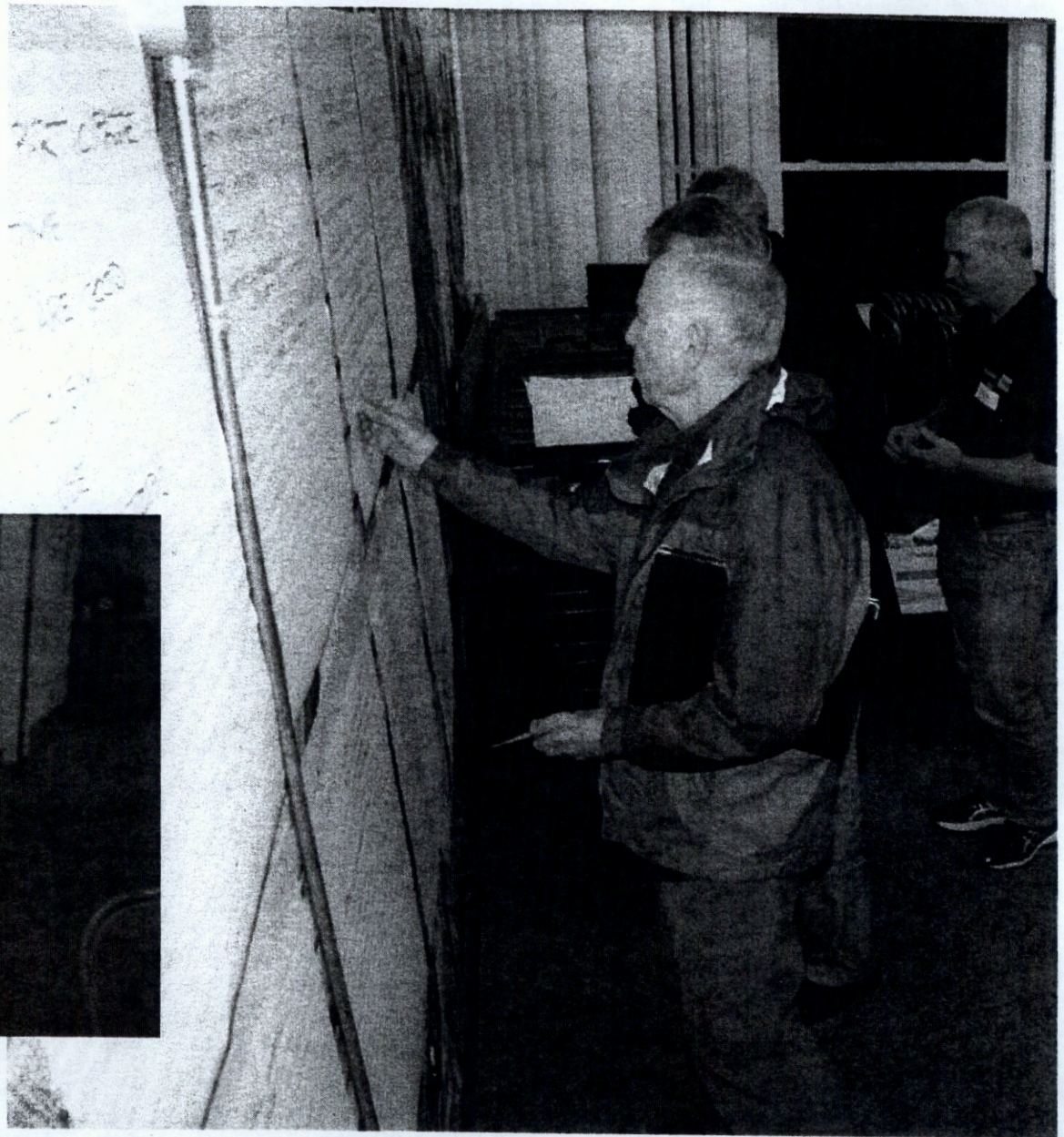
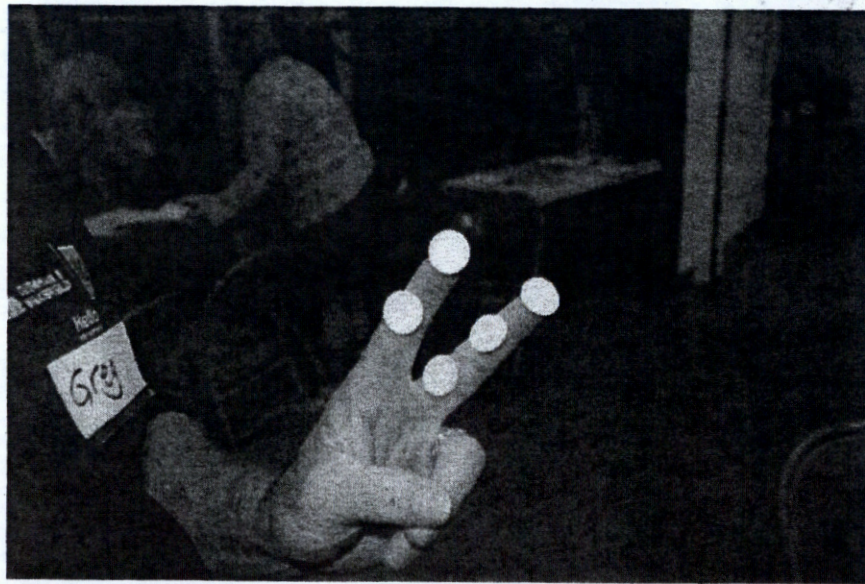


Boys Civic Association
BOYDS HISTORICAL SOCIETY

Anderson Site Charette

knu
design





Boys Civic Association
BOYDS HISTORICAL SOCIETY

Anderson Site Charette

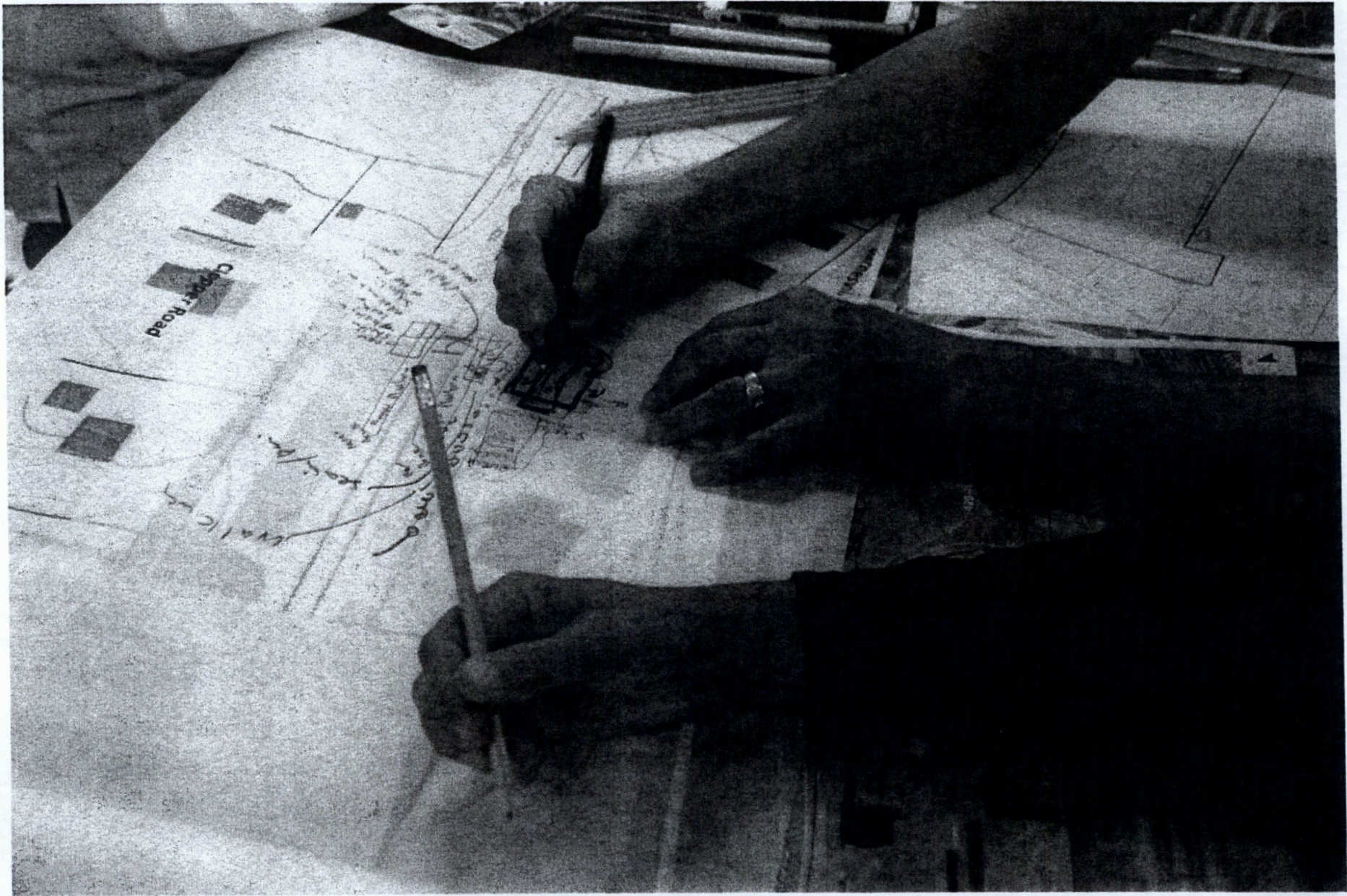
knu
Design



Boys Civic Association
BOYDS HISTORICAL SOCIETY

Process **KNU**
Design
Anderson Site Charette





Boys Civic Association
BOYDS HISTORICAL SOCIETY

Anderson Site Charette





Boys Civic Association
BOYDS HISTORICAL SOCIETY

Anderson Site Charette



Observations

Boyd's Civic Association
BOYD'S HISTORICAL SOCIETY

Anderson Site Charette

knu
design



Home in the Country

Uncongested / Protected from sprawl

Ag Reserve

Natural surroundings

Historic District

Country Store

Historic Mill

Recreation

Cycling, road + trail

Lake / Black Hills Regional Park



Boyds Civic Association
BOYDS HISTORICAL SOCIETY

STRENGTHS knu
Design

Anderson Site Charette



Traffic

Rush hour congestion

Physical Safety

Pedestrian/Bikes

Train Deaths

Fragile Urban Fabric

Eyesore properties

Limited commercial success

Railroad divides community

Septic limitations



Boys Civic Association
BOYDS HISTORICAL SOCIETY

WEAKNESSES **knu**
Design
Anderson Site Charette



Prominence of site

Connection to park

Idyllic setting

Open space

Scenic View – ELEVATED OVERLOOK

Revitalization of commercial core

Restore historic building(s)

Farmers Market/Flea Market

Weekend Business

Concerts

Outdoor rec hub and race HQ

Community event space, in & outdoors

Rentable Venue

Coffee/wine café

Art Space

Ag Reserve-based business incubator



Boyds Civic Association
BOYDS HISTORICAL SOCIETY

OPPORTUNITIES knu
design

Anderson Site Charette



Reduced green space

This site makes Boyds feel rural

Increasing traffic

Compounded by possible busses turning at limited view location

Surrounding development

Safety

Trains

Loiterers



Lose charm

Scale

Loose, rural character

Get a standard parking lot

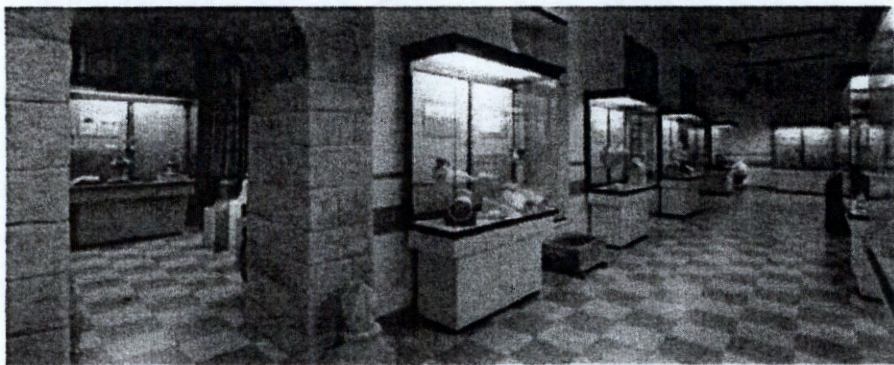
Only get a bus stop without parking

Not planning 30-40 years ahead

Bus Route doesn't connect us to Germantown MARC & Transit



Charming downtown historic district
Restore historic buildings w/ good uses
Community uses integrated
Efficient use 7 days/week
Overlook / view
Make Boyds a destination
Allow for growth of ridership



Boyds Civic Association
BOYDS HISTORICAL SOCIETY

SUCCESS WOULD BE...
Anderson Site Charette

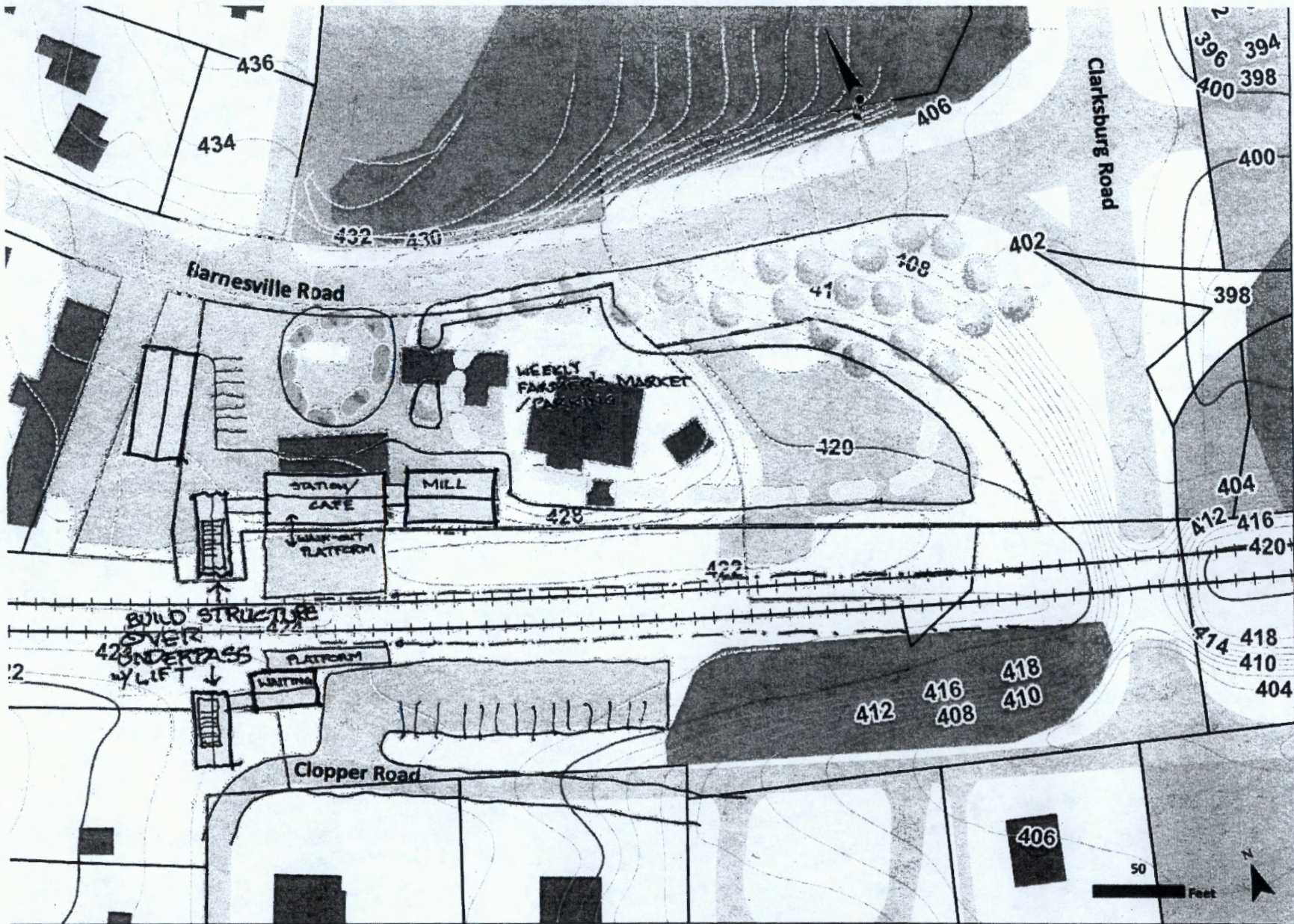


a sampling of
IDEAS

Boyd's Civic Association
BOYD'S HISTORICAL SOCIETY

Anderson Site Charette

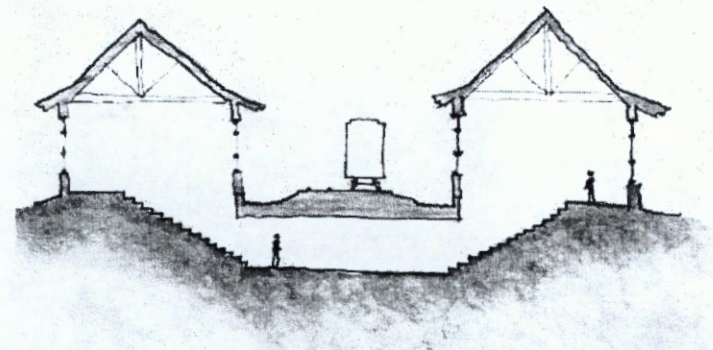
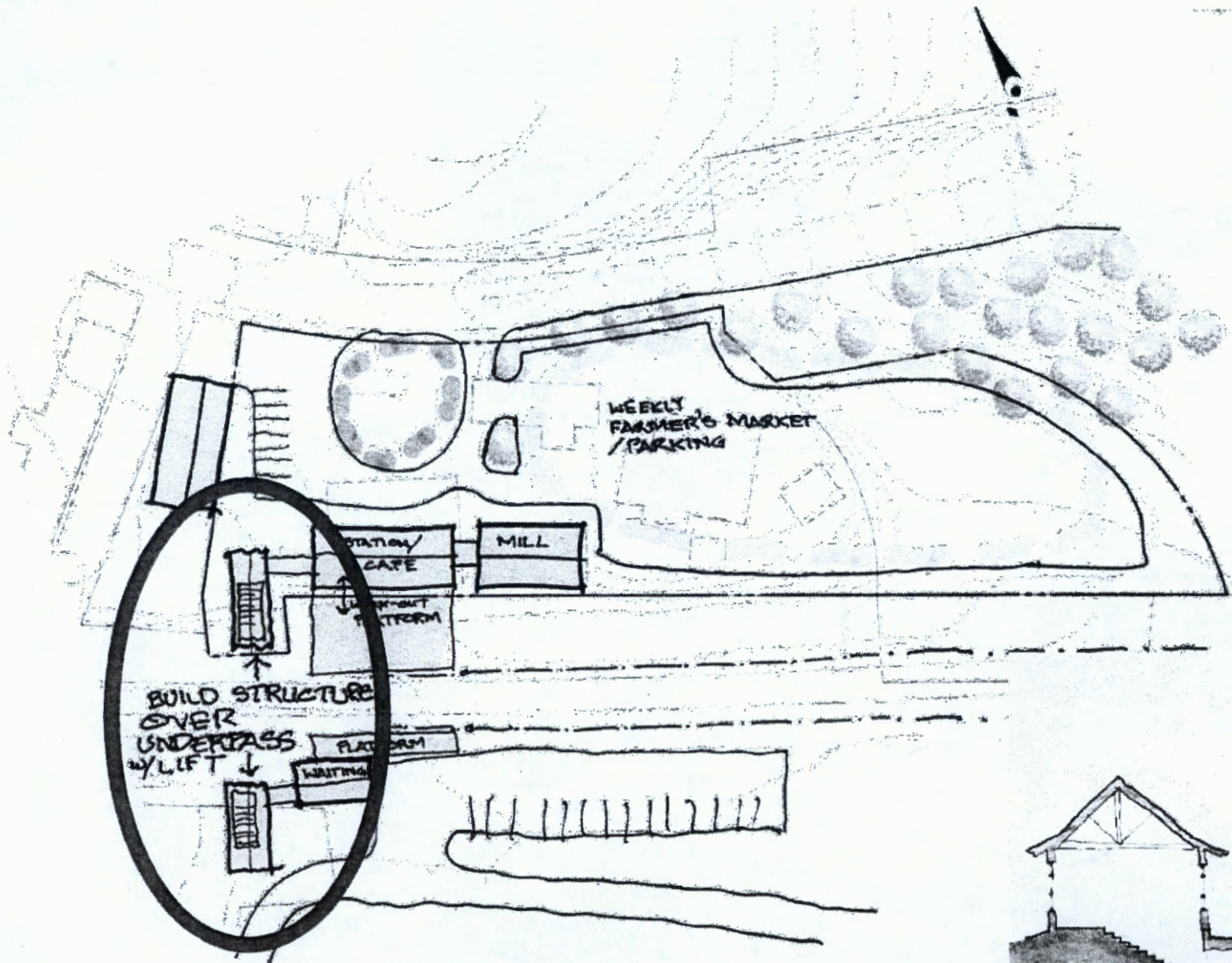
knu
Design



Boys Civic Association
BOYDS HISTORICAL SOCIETY

Anderson Site Charette





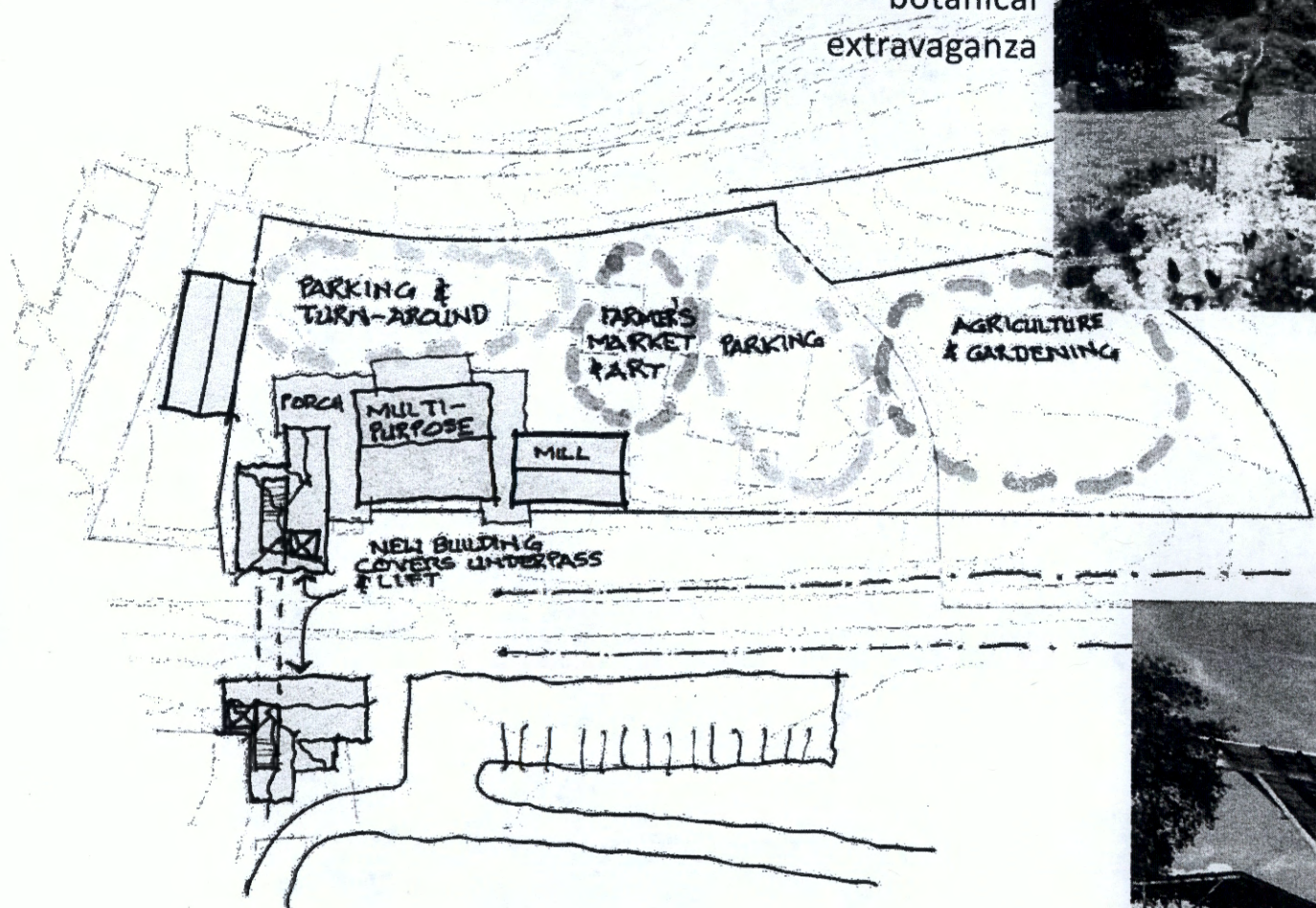
Boys Civic Association
BOYDS HISTORICAL SOCIETY

Cover underpass with stations

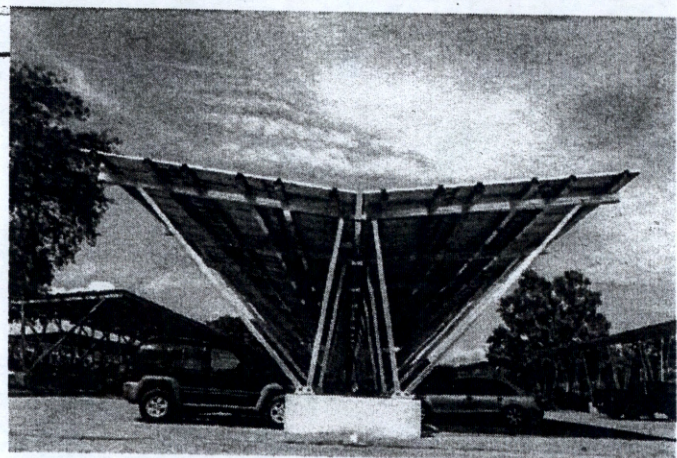
Anderson Site Charette



Slopes are an opportunity for a botanical extravaganza



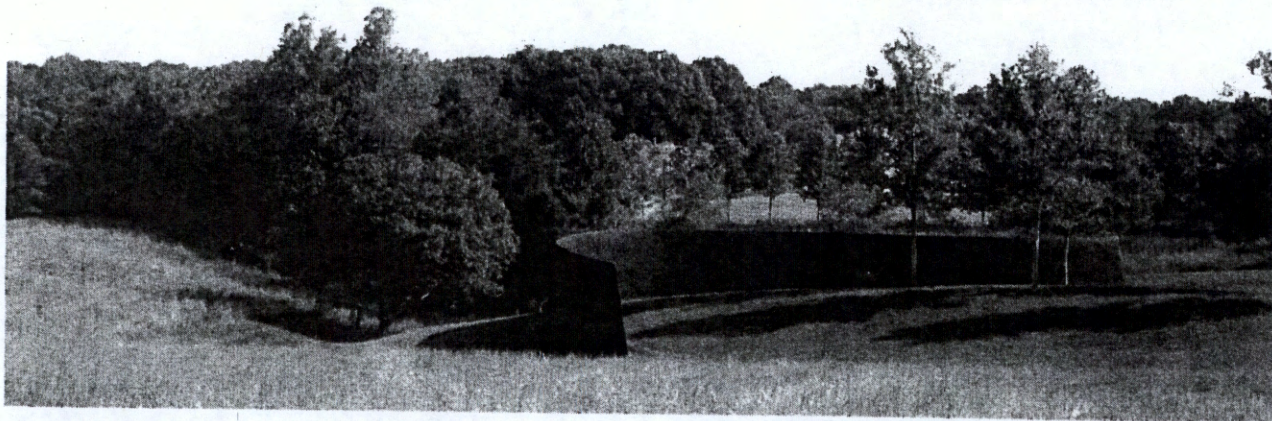
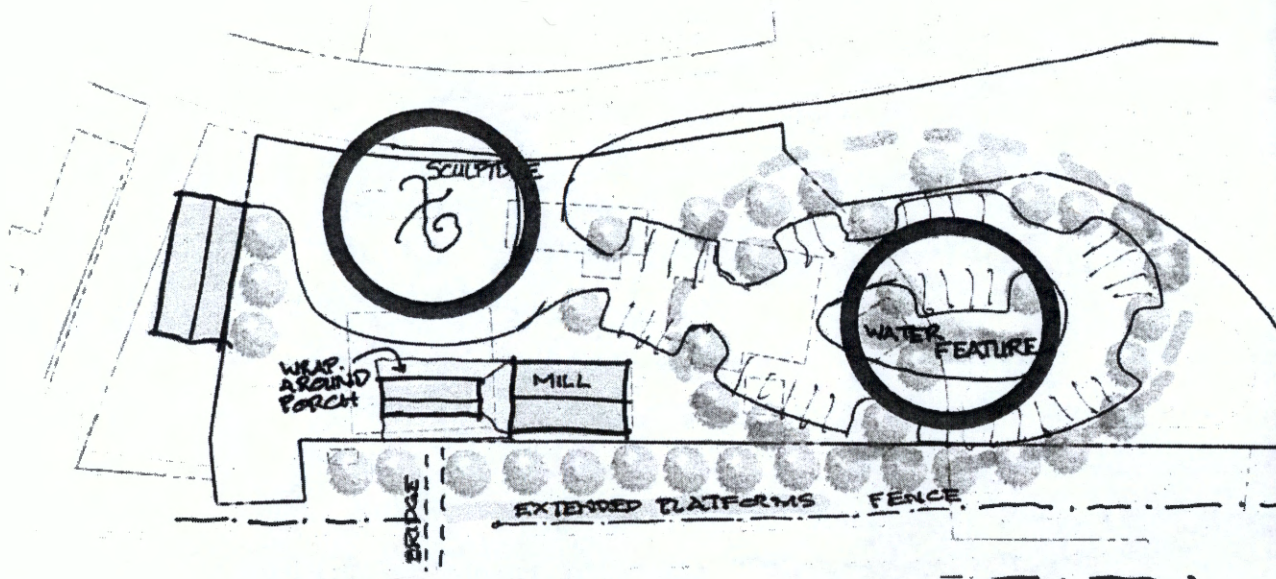
Solar panels over parking become farmers market roofs



Boyds Civic Association
BOYDS HISTORICAL SOCIETY

Market, art, & gardening
Anderson Site Charette

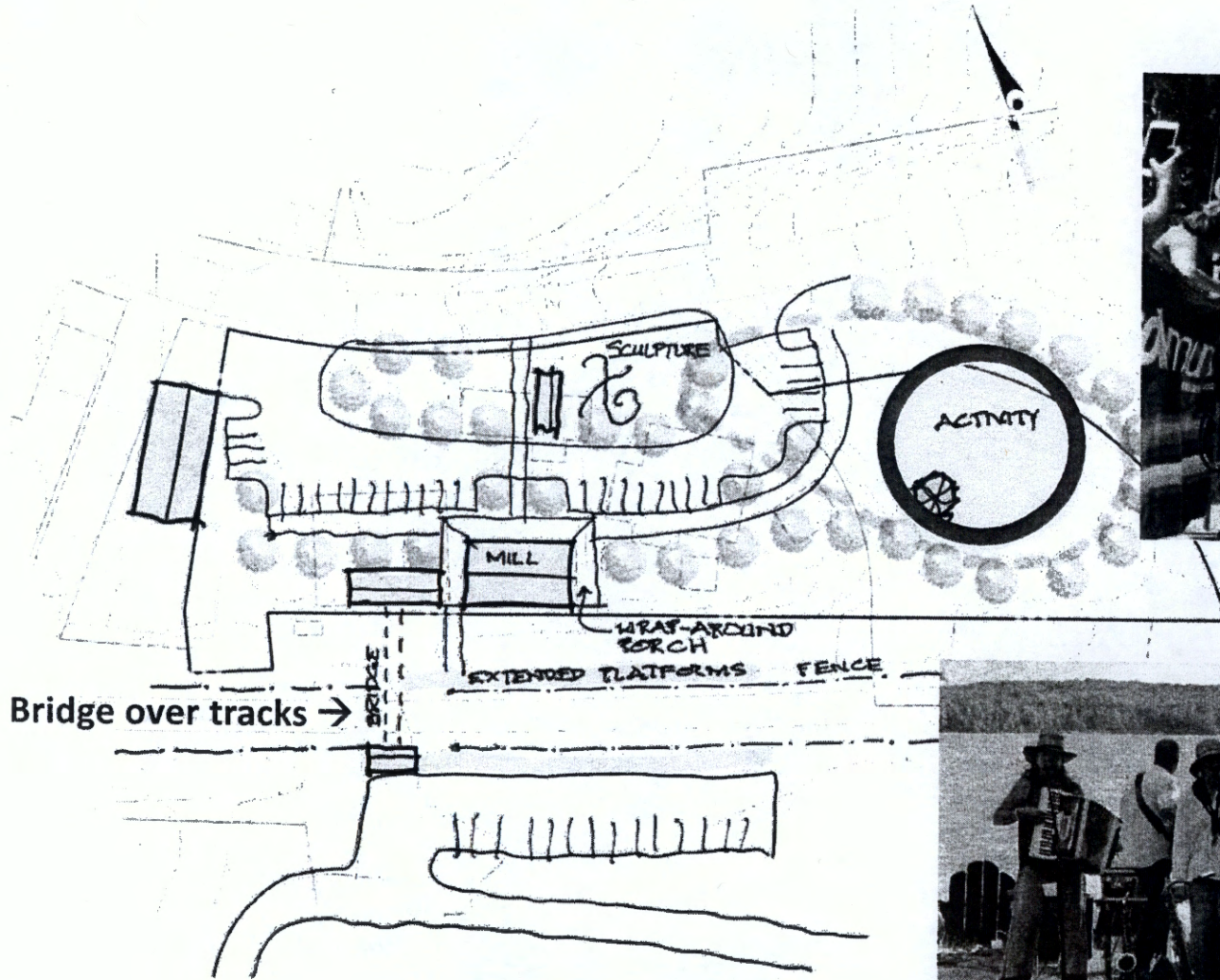




Boyd's Civic Association
BOYD'S HISTORICAL SOCIETY

Integrate water and art
Anderson Site Charette



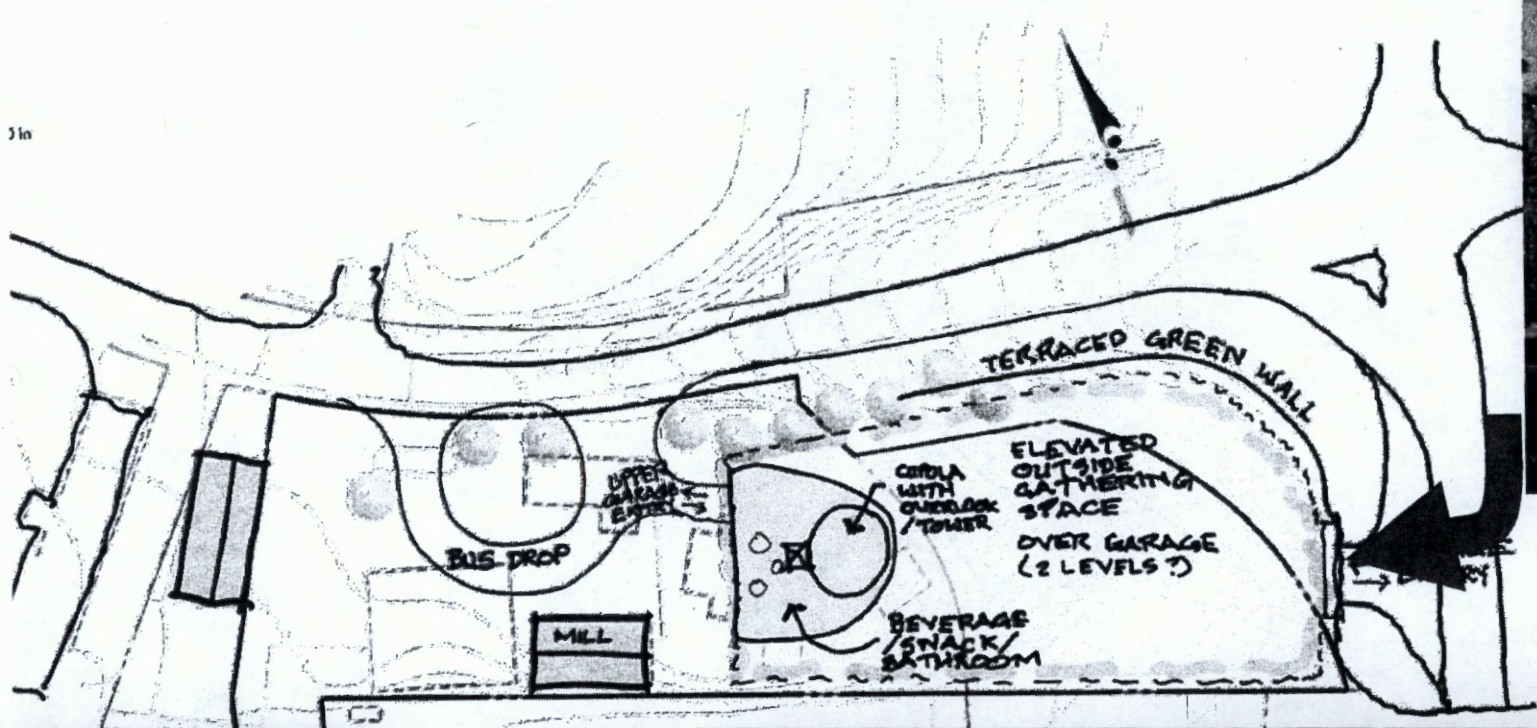


Boyds Civic Association
BOYDS HISTORICAL SOCIETY

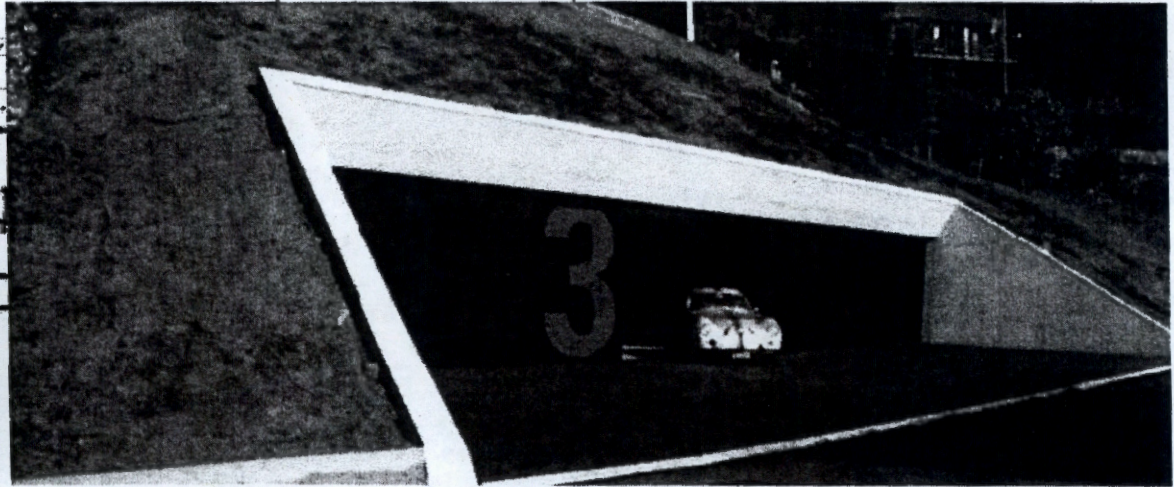
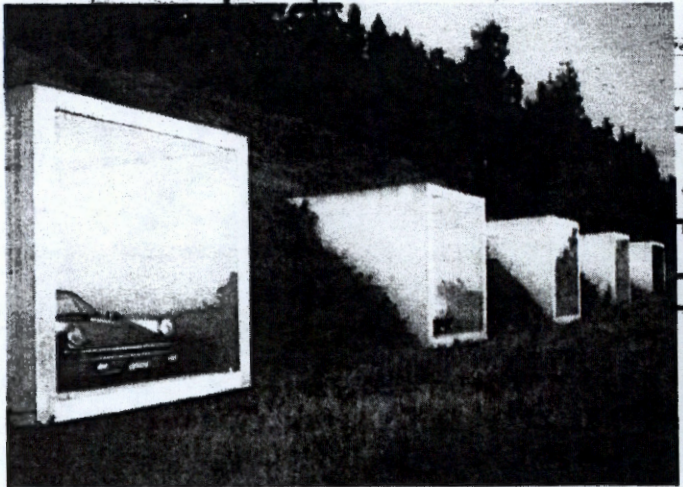
Art + Activity Space
Anderson Site Charette



3 in



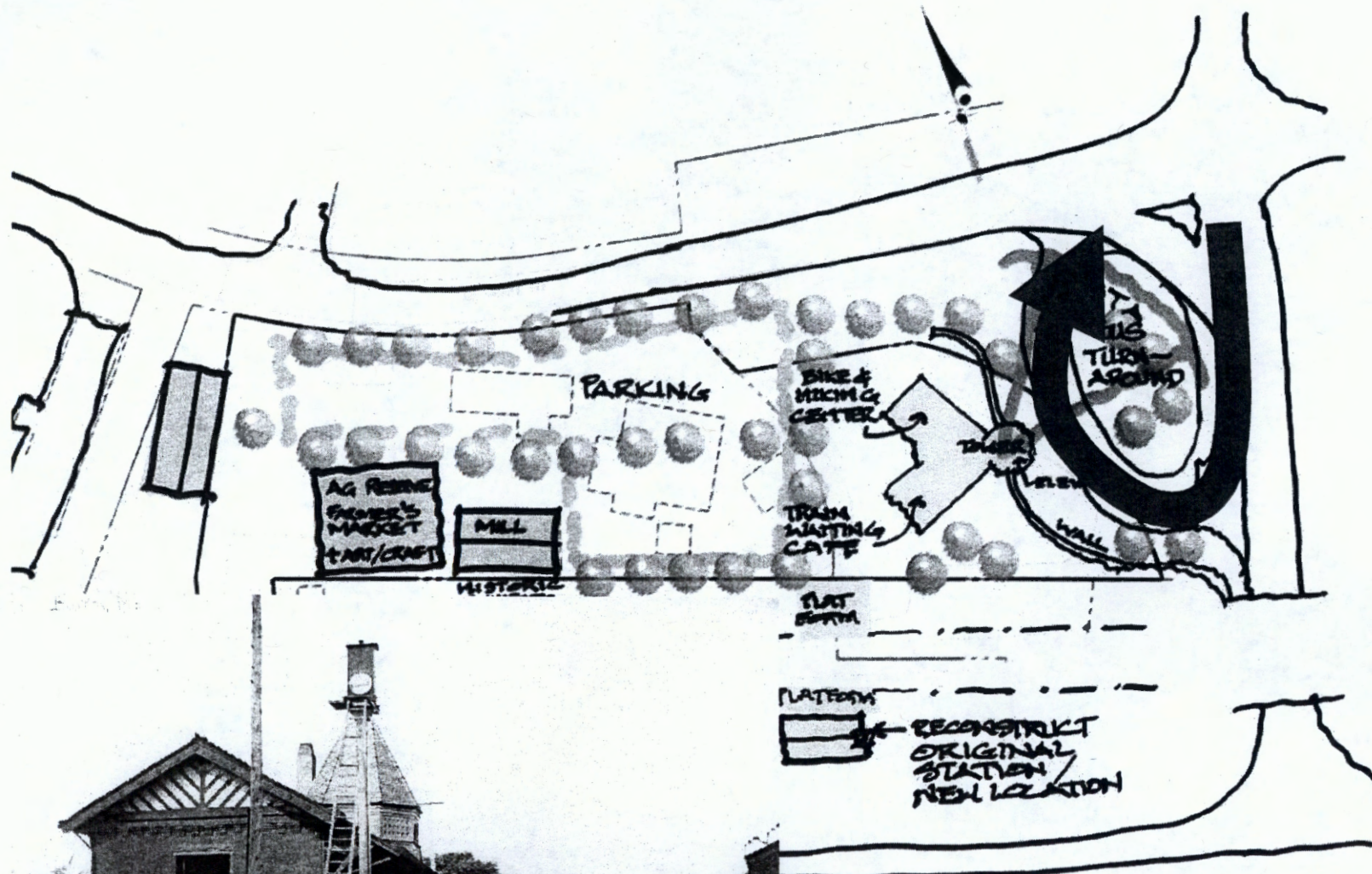
View Overlook Tower



Boyds Civic Association
BOYDS HISTORICAL SOCIETY

Underground Parking
Anderson Site Charette





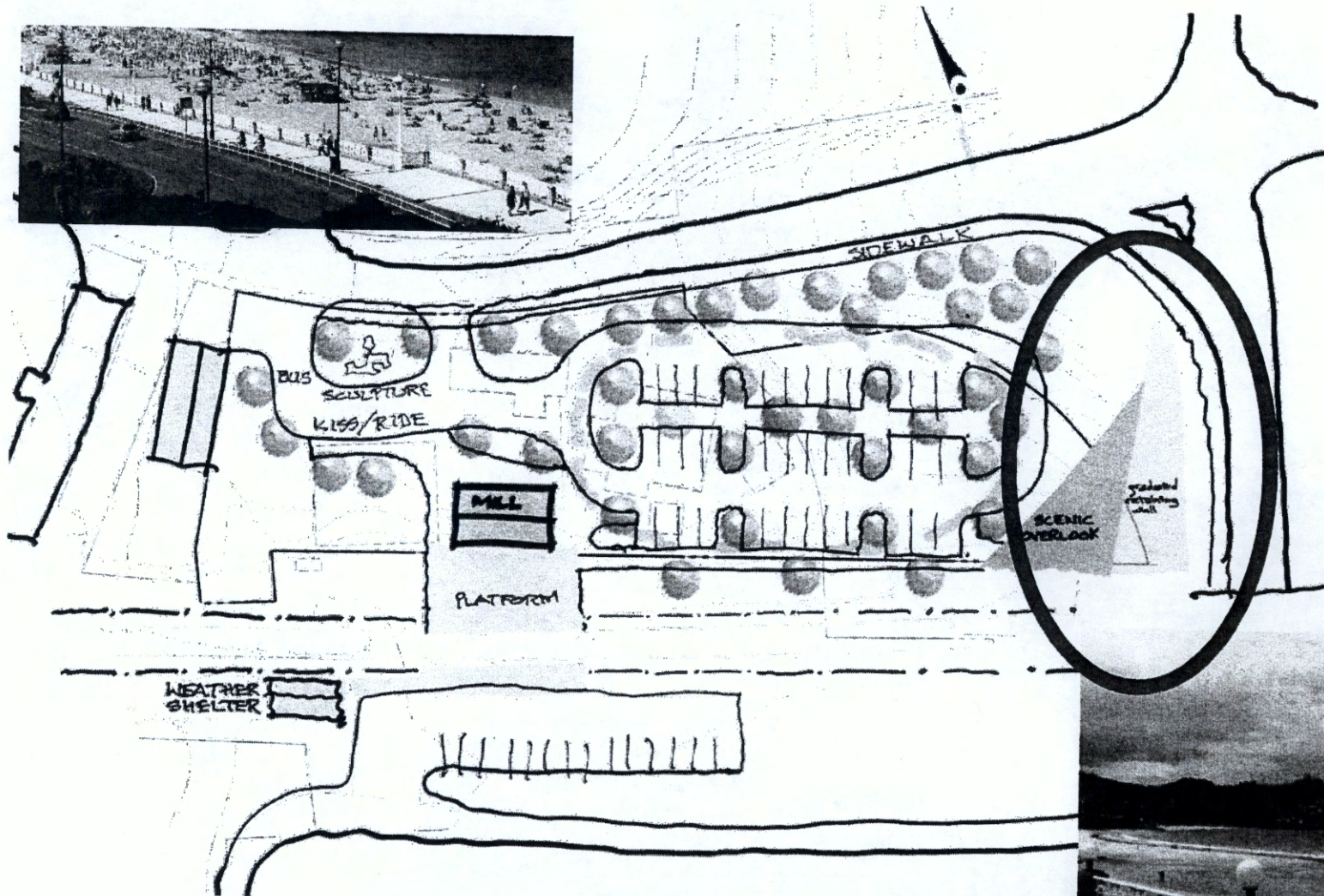
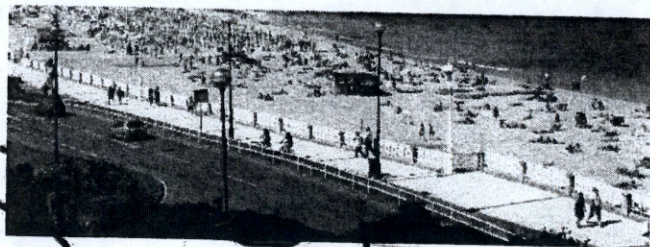
Reconstruct
original station

Bus Turnaround from Clarksburg Rd

Anderson Site Charette



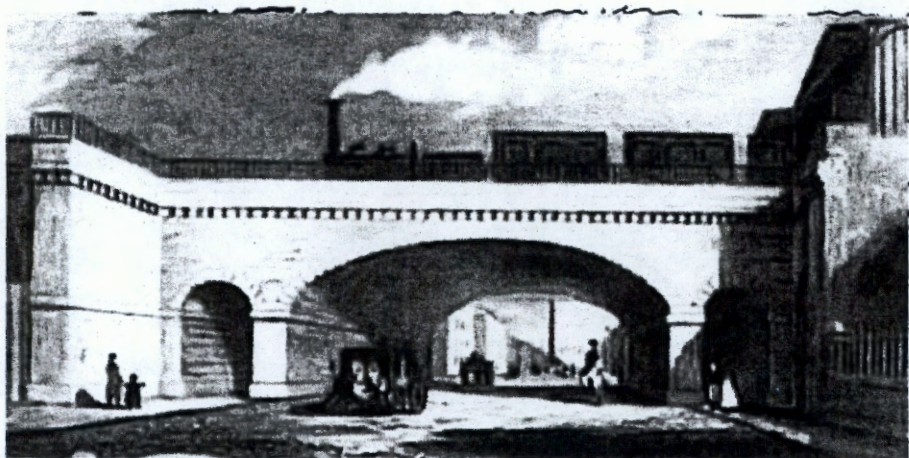
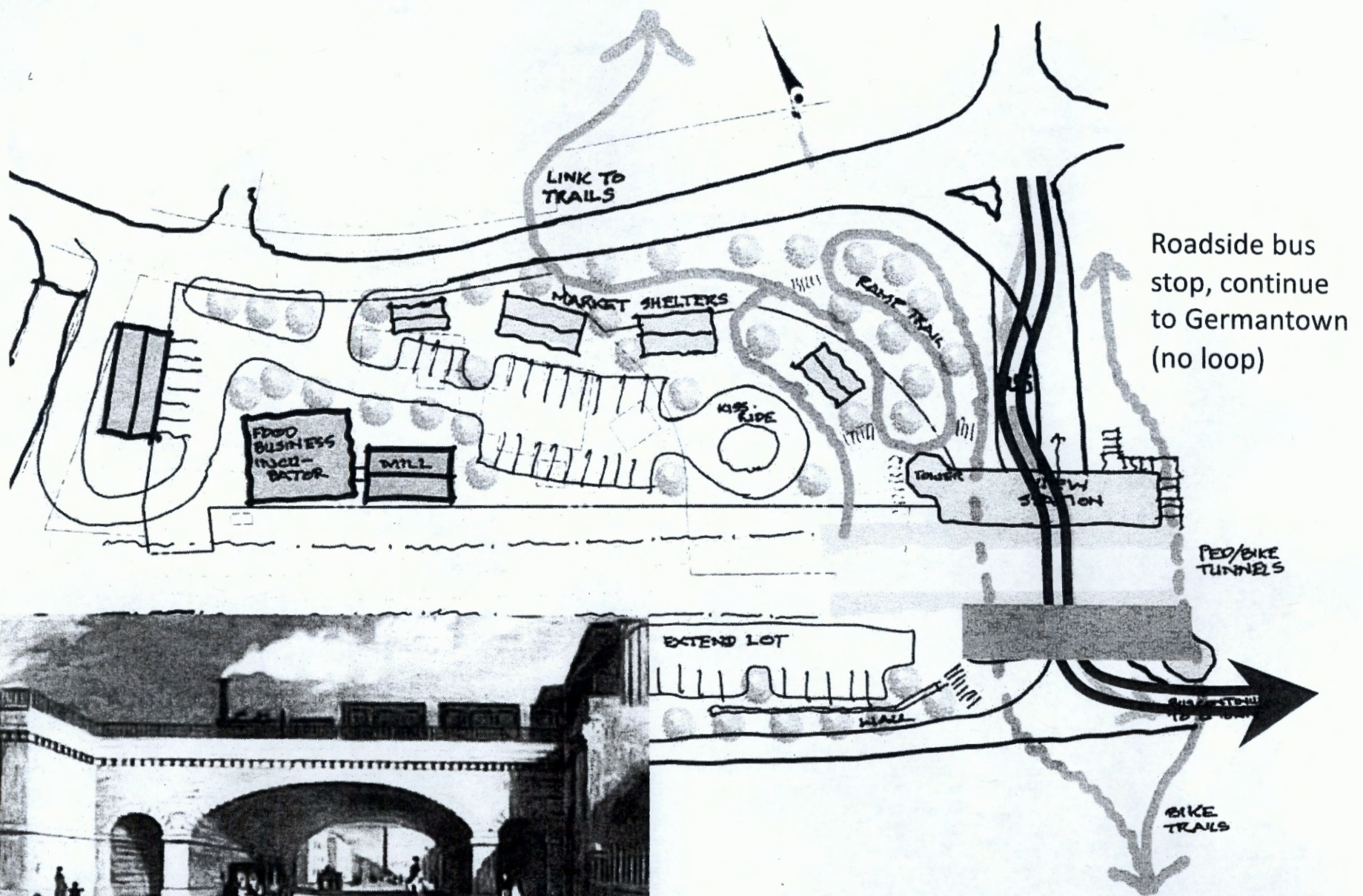
Boys Civic Association
BOYDS HISTORICAL SOCIETY



Boys Civic Association
BOYDS HISTORICAL SOCIETY

Overlook Promenade
Anderson Site Charette

knu
DESIGN



Boys Civic Association
BOYDS HISTORICAL SOCIETY

Station over bridge
Anderson Site Charette



RESULTS

Boyd's Civic Association
BOYD'S HISTORICAL SOCIETY

Anderson Site Charette

knu
design

Need more MARC parking

But this is not just a parking lot:
Balance quantity with quality of place

Bus

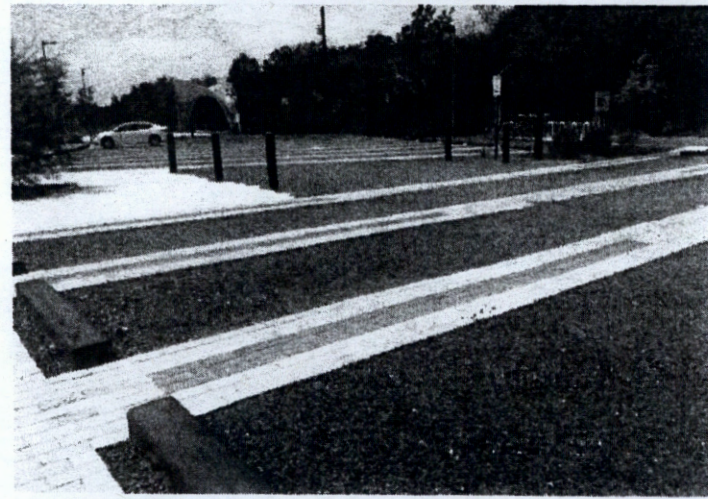
connect to Germantown, not just
Clarksburg

Safety

Train
Pedestrian
Bicycle

Groundwater Quality paramount

Lake, Wells



Boys Civic Association
BOYDS HISTORICAL SOCIETY

Pragmatic Concerns
Anderson Site Charette



**This is not just a parking lot.
This is the community hub.**

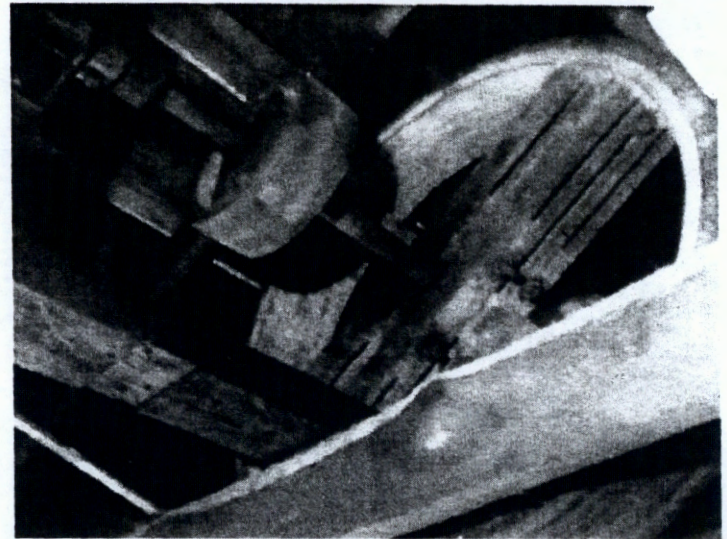
Renovate mill for a unique use.

Additional buildings contribute
to activity level and sense of place

**Build an indoor station, potentially
reconstructing the original.**

**Program outdoor gatherings, sporting
events, fairs, and markets.**

World-class outdoor plaza, shelter, tower



Boyds Civic Association
BOYDS HISTORICAL SOCIETY

Site Uses & Features
Anderson Site Charette

knu
Design

**This is not just a parking lot.
This is the community hub.**

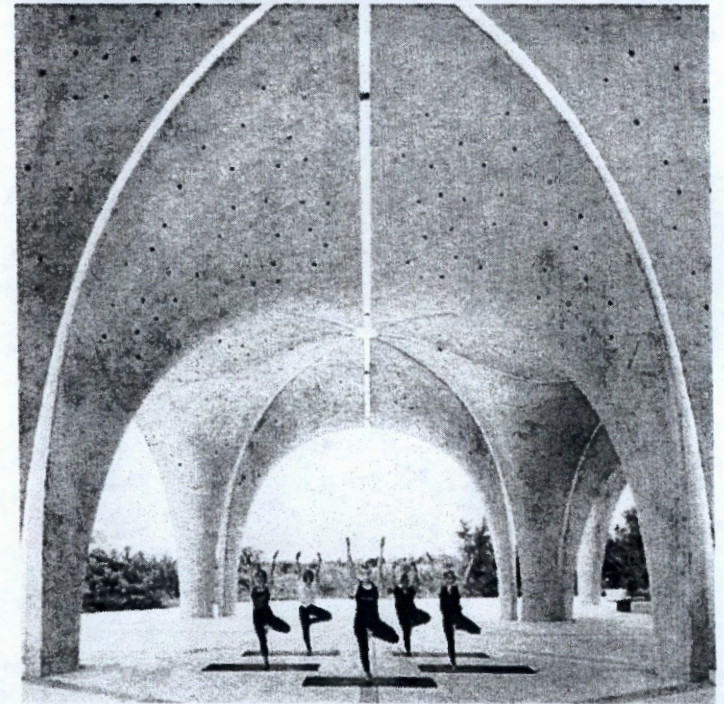
**Intensive landscaping /
botanical garden**

**Detailed architectural
interventions to hold edges of
ill-defined space**

World-class plazas, shelters, towers

**Integrate the arts and nature
with architecture, history,
recreation, and commerce**

Boyds Civic Association
BOYDS HISTORICAL SOCIETY



Development Character

Anderson Site Charette

knu
Design

Since this is not just a parking lot, program, budget, & multi-disciplinary design team selection should focus on innovative high-quality design & placemaking.

Be holistic and complete: don't build parking now and save the rest for later.

Be collaborative, not just cooperative, with us.

More in-depth dialogue with decision makers.



PH 2-12-17
MARC Rail SP

NAN
CC
PD
MM

Email Viewer

Message	Details	Attachments	Headers
Source			

583390 HTML

From: "M Schoenbaum" <mwschoenbaum@yahoo.com>
 Date: 2/10/2019 5:52:35 PM
 To: "county.council@montgomerycountymd.gov"
 <county.council@montgomerycountymd.gov>
 Cc:
 Subject: MARC Rail Communities sector plan written testimony

Please ensure that the following are included in the MARC Rail Communities sector plan:
IN BOYDS

- Expansion of the BoydsMARC station onto the Anderson property recently bought by Montgomery County, with room for RideOn bus service and some additional parking.
- Direction that county agencies work closely with the community to consider design for the station expansion while (not after) a specific design recommendation is developed.
- Preservation and re-use of the historic Hoyle's Mill at the future Boyds MARC station.
- Classification of all roads in the Boyds plan area at a maximum of two lanes, and classification of Clopper Road between Clarksburg Road and White Ground Road as a rustic road.
- A recommendation against traffic circles and overpasses in Boyds as incompatible with historic districts and resources.
- A recommendation to maintain the front of the Boyds Local Park (from Clopper Road to the top of the hill) as green and undeveloped open space.
- A recommendation to locate the Boyds Local Park entrance in line with the railroad bridge replacement, if there is one, and away from the Boyds Historic District.
- Exclusion of public water and sewer from Boyds.

IN GERMANTOWN

- Establishment of a grid network of roads and pedestrian/bicycle paths in Germantown north of the train tracks, including a connection along Bowman Mill Drive between Germantown Road and Great Seneca Highway.
- The road diet on Middlebrook Road.
- Extension of the Urban Road Code and Bicycle & Pedestrian Priority Areas as in the Planning Board draft.
- Zoning that can be accommodated with the recommended road diet and without any road widening.
- Road design that prioritizes pedestrian and bicycle mobility over throughput of cars, including by limiting total crossing distances.

Sincerely,
 Miriam Schoenbaum
 15004 Clopper Rd
 Boyds MD 20841
 (301) 528 6650

68

Marjorie Turbyfill
21031 Sugar Ridge Terrace
Boys, MD 208741

Council President
Montgomery County Council
100 Maryland Avenue
Rockville, MD 20850

Dear Council President:

It is good news that the county will purchase what is locally termed "The Anderson Property" which will provide a wonderful uplift and new purpose for the center of Boys.

The good leadership of Scott Knudsen with the MARC charrette and following activities has enlightened the citizens of Boys with several alternatives which the use of the Anderson Property will make possible.

I would like to suggest that the mill be renovated to provide Boys with space for activities which are otherwise not available. The repurposed interior could provide a waiting area for MARC train riders (including bathrooms), an area fitted for food preparation, rooms for meetings and exhibits. During the growing season the site could be a farmers' market, allowing local produce growers a nearby outlet.

These changes to the mill would generate custodial and maintenance needs which could perhaps be filled by local persons (retirees?).

In addition, with a retaining wall placed at the Rt. 121 end of the property, a small park could be included in the landscaping, enhancing the appearance and use of the property.

Sincerely,

Marjorie Turbyfill

Marjorie Turbyfill



HISTORIC PRESERVATION COMMISSION

Marc Elrich
County Executive

Sandra I. Heiler
Chairman

March 18, 2019

Honorable Council President Nancy Navarro & Council Members
Montgomery County Council
100 Maryland Avenue
Rockville, MD 20850

RE: Historic Preservation Commission Comments on MARC Rail Communities Sector Plan

Dear Council President Navarro and Members of the County Council:

The Historic Preservation Commission (HPC) received a briefing from Planning Department staff at our regularly scheduled February 27, 2019 public hearing on the preservation recommendations in the Draft MARC Rail Communities Sector Plan. We also heard presentation from the Boyds Historical Society & Boyds Civic Association, as well as the Germantown Historical Society.

The HPC is supportive of this Plan and finds that it takes a holistic approach towards historic preservation in these areas of the County. As you are well aware, both Boyds and Germantown contain significant historic resources that are designated on the county's Master Plan for Historic Preservation. Proactively embracing the historic character of these two railroad communities, while also planning for safer and more reliable multimodal access, and even new possibilities for expanded commuter parking in these areas, are but several positive aspects of this plan.

The Plan also notably highlights the importance of the county's African American communities and historic resources. The historic designation of the Edward U. Taylor School, recommended in this Plan, will be coming to you for review later in 2019 with our expected positive endorsement.

Finally, we support the recommendations to expand parking *and* safer pedestrian access in the Boyds Historic District. We believe strongly that the Hoyles Mill building can serve as a community anchor for the town as part of any redevelopment of the Anderson property. The example set with the public-private partnership and redevelopment of the Pumphrey-Mateny House in Germantown can show the way. Thank you for working with us and the community to preserve our historic communities.





HISTORIC PRESERVATION COMMISSION

Marc Elrich
County Executive

Sandra I. Heiler
Chairman

Very Sincerely,

Sandra I. Heiler
Chair, Historic Preservation Commission



PHED COMMITTEE #1
March 25, 2019
Addendum

MEMORANDUM

March 22, 2019

TO: Planning, Housing, and Economic Development (PHED) Committee
FROM: ^{GO} Glenn Orlin, Deputy Director
SUBJECT: MARC Rail Communities Sector Plan—transportation elements
PURPOSE: Follow-up from March 11 worksession

Councilmembers: Please bring your copy of the Final Draft Plan to this worksession.

At the March 11 worksession Councilmember Riemer asked what safety improvements were being undertaken or planned in the Germantown portion of the plan area. The report from the County Department of Transportation (DOT) in response is on ©1-2. For the segment of Middlebrook Road between Germantown Road and Great Seneca Highway, while DOT “would prefer a four-lane cross-section, our preliminary analysis for the PRSA [Pedestrian Roadway Safety Audit] identified that the viability of reducing the number of lanes is questionable.”

DOT and Planning staff met on March 18 to discuss this matter, and the result is reported in Planning staff’s correspondence and memorandum on ©3-6. As a result, both agree that an interim option be included in the master plan that would reduce the number of through lanes to four, but within the existing six-lane curb-to-curb distance of 88’ (see ©6), and that explanatory text be added to the seventh and eighth bullets on page 58 (see ©4-5). Council staff concurs.



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Al R. Roshdih
Director

MEMORANDUM

March 20, 2019

TO: Hans Riemer, Chair
Planning, Housing & Economic Development Committee

FROM: Christopher Conklin, P.E., Deputy Director for Policy
Department of Transportation

SUBJECT: MARC Rail Communities Sector Plan – Planning Board Draft
MCDOT Middlebrook Road Operational Improvements Summary

The December 2018 MARC Rail Communities Sector Plan – Planning Board Draft for Germantown and Boyds was recently approved by the Planning Board and has been submitted to the County Council for its review. The Sector Plan cites several roadway design and operational improvement opportunities to address pedestrian and bicycle safety in the Middlebrook Road corridor. The Montgomery County Department of Transportation (MCDOT) initiated a Pedestrian Roadway Safety Audit (PRSA) for the Middlebrook Road corridor between Father Hurley Boulevard and Waring Station Road in 2016, and has been implementing several operational improvements following that audit. These improvements, summarized below, contribute to the Sector Plan's vision for a safer, multimodal corridor:

Crosswalk Marking Enhancements and Upgrades – Five (5) intersections within the Middlebrook Road corridor received new and/or upgraded crosswalk markings in the continental style (also referred to as zebra-striped crosswalk markings) for improved visibility. Intersections affected include Middlebrook Road at Locbury Drive (two new crosswalks crossing Locbury Drive), Middlebrook Road at Celebration Way (two new crosswalks; one upgraded crosswalk), Middlebrook Road at Crystal Rock Drive (four upgraded crosswalks), Middlebrook Road at Cross Ridge Drive/White Saddle Drive (two new crosswalks crossing Cross Ridge Drive and White Saddle Drive), and Middlebrook Road at Ridgecrest Drive (one new crosswalk crossing Ridgecrest Drive).

Pedestrian Refuge Islands – Three (3) intersections have received new or upgraded pedestrian refuge islands, or have refuge islands under consideration. One new refuge island was installed in the median of Middlebrook Road at Locbury Drive, one refuge island was upgraded at Celebration Way along with realigned intersection ADA ramps to provide a shorter crossing distance across Middlebrook Road, and one new refuge island is under consideration by the Maryland Department of Transportation State Highway Administration (MDOT SHA) for installation in the median of MD 119 (Great Seneca Highway) at Middlebrook Road.

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

www.montgomerycountymd.gov/mcdot

Located one block west of the Rockville Metro Station



Traffic Signals – Lead Pedestrian Interval phasing has been installed at the intersection of Middlebrook Road and Crystal Rock Drive; split phasing has been installed for the northbound and southbound Crystal Rock Drive approaches to Middlebrook Road; and protective-permissive left-turn phasing has been installed for the eastbound and westbound Middlebrook Road approaches to Crystal Rock Drive. Right turn overlap phasing is in the final design stages by MDOT SHA at the intersection of Middlebrook Road and MD 118 (Germantown Road). The overlap phasing will serve northbound MD 118 right turns and westbound Middlebrook Road right turns. Right turns on red will continue to be prohibited for those movements. MDOT SHA is also considering right turn overlap phasing at the intersection of Middlebrook Road and MD 119 (Great Seneca Highway) for northbound MD 119 right turns, along with adding a no turn on red restriction for eastbound Middlebrook Road right turns. These changes are expected to help reduce the level of conflict between turning vehicles and pedestrians.

Speed Limit Changes – The posted speed limit for Middlebrook Road between Father Hurley Boulevard and MD 119 (Great Seneca Highway) is planned to be changed to 35 mph in Spring 2019. The current posted speeds are 40 mph between Father Hurley Boulevard and MD 118 (Germantown Road), 30 mph between MD 118 and MD 119 from 6:45am – 3pm on school days, and 40 mph between MD 118 and MD 119 at all other times.

Road Diet – The MARC Rail Communities Sector Plan – Planning Board Draft discusses a Road Diet along Middlebrook Road between MD 118 and MD 119. The existing outer through lanes along eastbound and westbound Middlebrook Road are approximately 14' wide. As a short-term option, the outer lanes could be striped with a white edge line to effectively narrow the width of those lanes to 10', providing an additional buffer between the edge of traveled way and the sidewalks/shared use path along Middlebrook Road.

While MCDOT would prefer a four-lane cross-section, our preliminary analysis for the PRSA identified that the viability of reducing the number of lanes is questionable. As a result, MCDOT has coordinated with the Maryland National-Capital Park and Planning Commission (M-NCPPC) regarding longer-term roadway facility options for the corridor in both a four and six lane configuration. M-NCPPC will provide a more detailed discussion of these options in a forthcoming memo.

The operational improvements implemented by MCDOT, as well as those pending or under consideration by MCDOT and MDOT SHA, complement the vision of the MARC Rail Communities Sector Plan – Planning Board Draft for a safer, multimodal corridor. The longer-term roadway facility options for Middlebrook Road discussed in M-NCPPC's forthcoming memo will provide additional flexibility to support this vision. Should you have any questions regarding our operational improvements, please feel free to contact me.

cc: Glenn Orlin, Deputy Director, Council Staff
Pamela Dunn, Senior Legislative Analyst, Council Staff

Orlin, Glenn

From: Hodgson, Laura <laura.hodgson@montgomeryplanning.org>
Sent: Thursday, March 21, 2019 2:01 PM
To: Orlin, Glenn; Dunn, Pamela
Cc: Wright, Gwen; Robert Kronenberg; Weaver, Richard; Boyd, Fred; Duke, Roberto; Saville, Leslie; Hodgson, Laura; David Anspacher; Glazier, Eli; Aldrich, Stephen; Sideras, Eric T.; Conklin, Christopher; Bossi, Andrew; Anderson, Casey; MCP-Chair
Subject: Middlebrook Road Lane Diet considerations for MARC Rail Communities Sector Plan
Attachments: Middlebrook Road Lane Diet_MARC Rail Communities Sector Plan_20190321.pdf; 19.03.04_Middlebrook Road_Mid-Term_Alternative.pdf

Dear Glenn and Pam,

Montgomery County Planning Staff met with MCDOT staff on Monday, March 18th to discuss short- and mid-term options for the Middlebrook Road lane diet to follow-up on discussions at the first PHED Committee session of the MARC Rail Communities Sector Plan. Based on the PHED Committee's favorable discussions towards a short-term improvement of Middlebrook Road that incorporates a road diet, the two agencies agree that the Council should add a mid-term Middlebrook Road section to the plan and have provided suggested language and text in the attached documents. Additionally, while retaining six-lanes is not the preference of either agency, additional transportation modeling by MCDOT staff indicates that it may be necessary to avoid unintended negative safety and traffic operations outcomes. Therefore, Planning Staff in coordination with MCDOT recommend language regarding a six lane Middlebrook Road road section included in the attached memo be forwarded to the Council for consideration.

Given the related memo from MCDOT on similar safety and operational matters on Middlebrook Road that was sent to the PHED Committee chair and discussions at the first PHED Committee session of the MARC Rail Communities Sector Plan, we would appreciate you transmitting this material to the PHED Committee.

Please let me know if you have any questions about this memo.

Sincerely,

Laura Hodgson

Laura Hodgson, LEED AP

Transportation Planner Coordinator

The Montgomery County Planning Department
8787 Georgia Avenue, Silver Spring, MD 20910
T (301) 495-4541 :: F (301) 495-1306
laura.hodgson@montgomeryplanning.org

3



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MEMORANDUM

TO: Glenn Orlin, Deputy Director, Montgomery County Council
Pamela Dunn, Senior Legislative Analyst, Montgomery County Council

VIA: Casey Anderson, Chair of Montgomery County Planning Board
Gwen Marcus Wright, Planning Director

FROM: Laura Hodgson, Transportation Planner – Area 3

SUBJECT: Middlebrook Road Lane Diet in the MARC Rail Communities Sector Plan

DATE: Thursday, March 21, 2019

Montgomery County Planning Staff met with Montgomery County Department of Transportation (MCDOT) staff on Monday, March 18th to discuss each agency's planning efforts to improve the safety of Middlebrook Road. The two agencies agree on the following items to forward to the Council for its review of the Planning Board Draft of the MARC Rail Communities Sector Plan:

1. Add the attached mid-term road section proposal for Middlebrook Road. The mid-term road section improves pedestrian safety by narrowing the road. It retains the existing curbs, repurposes the outside travel lane in each direction and narrows the remaining travel lanes to reduce pedestrian exposure to oncoming traffic and provide a two-way separated bicycle lane on each side of the street. This bicycle facility would be separated from existing vehicular traffic by a removable barrier and pavement markings and therefore could be implemented quickly and without significant engineering or construction costs. This improvement would:
 - a. provide an interim bikeway that is buffered from vehicular traffic,
 - b. use the bikeway to buffer pedestrian traffic from vehicular traffic,
 - c. slow vehicle speeds on Middlebrook Road by narrowing travel lanes, and
 - d. reduce the crossing distances of the road to promote pedestrian safety (Middlebrook Road is the #2 priority county corridor in the Vision Zero Plan)
 - e. while maintaining adequate vehicular capacity to address long-term 2040 intersection congestion based on approved county delay standards.

Add the following language (in red) to the seventh bullet on page 58 of the Planning Board Draft:

- In the mid-term, implement street improvements in a phased approach, with incremental changes as redevelopment occurs or as capital projects are implemented. Figure xx shows the mid-term section. Mid-term improvements should be considered the first step towards implementation of the road diet.

4

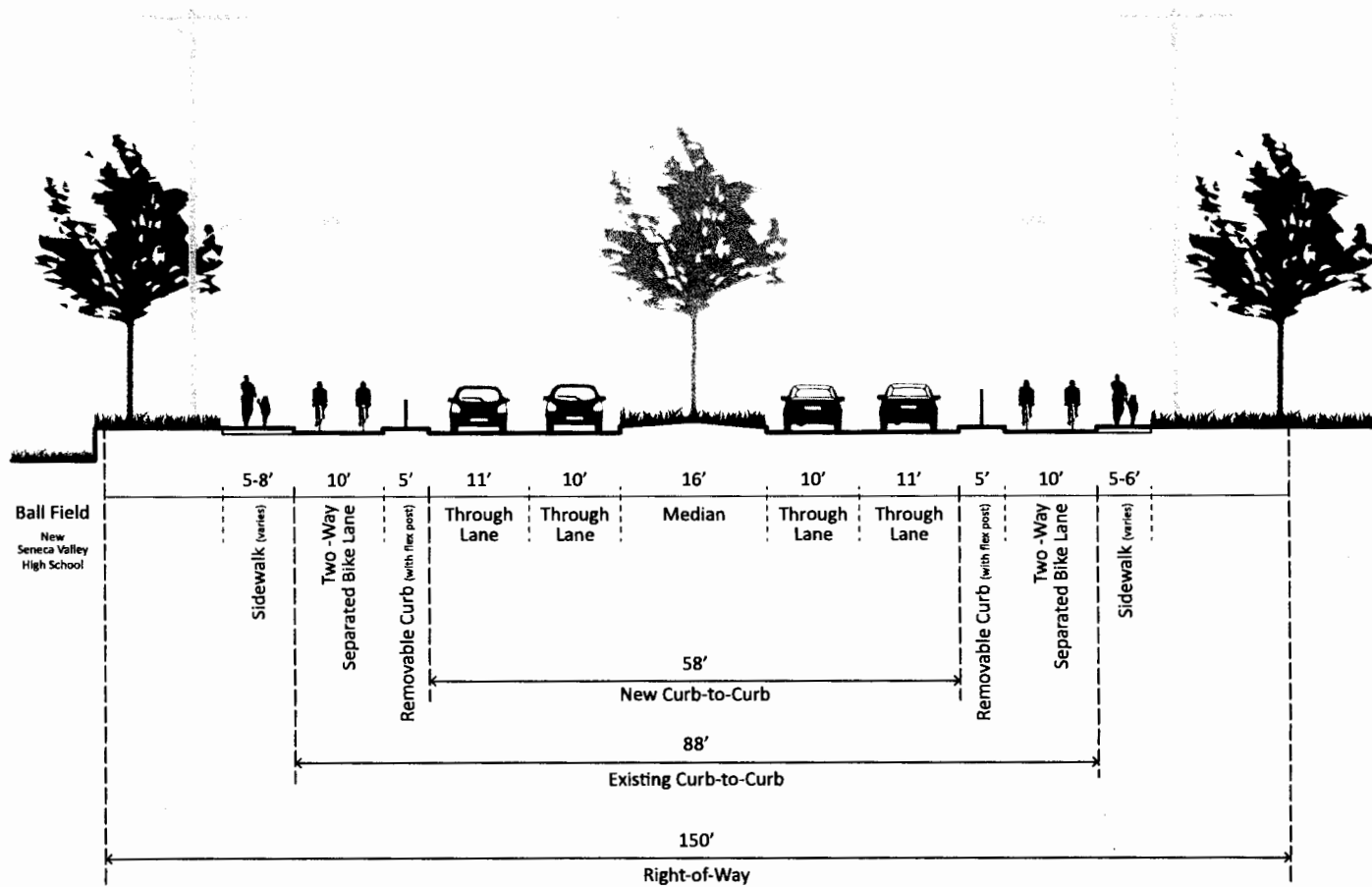
2. Add a new eighth bullet (in red) to page 58:
 - MCDOT is likely to conduct further analytical studies of the road diet. If this analysis proves that full implementation results in severe operational problems on Middlebrook Road, a modification of the six-lane section, with narrower lanes, improved pedestrian facilities and a two-way separated bicycle lane on the south side of the road, could be implemented. Additional details on this section may be found in Appendix x.

Planning staff is preparing a graphic to depict the modified section.

Planning and MCDOT staff are available to answer any questions the Council may have about these recommendations.

5

9



Proposed Typical Street Section for Middlebrook Road Mid-Term (Alternative 1)